

CLICK HERE FOR BOARD LETTER/ATTACHMENTS

CLICK HERE FOR FINAL ORDINANCES

[CLICK HERE FOR SUPERVISOR BURKE'S MOTION/REVISED ORDINANCE](#)



Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



December 13, 2004

James E. Hartl, AICP
Director of Planning

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

HEARING ON AMENDMENTS TO COUNTY CODE TITLE 22 (PLANNING AND ZONING) TO ESTABLISH THE GREEN LINE TRANSIT ORIENTED DISTRICTS (TOD's) AND ZONE CHANGE CASE NO. ZC 00-22 (2), AND TO APPROVE THE GREEN LINE TRANSIT ORIENTED DISTRICTS LAND USE, HOUSING AND ECONOMIC DEVELOPMENT STRATEGY REPORT (SECOND SUPERVISORIAL DISTRICT) (3-VOTES)

IT IS RECOMMENDED THAT THE BOARD AFTER THE PUBLIC HEARING:

1. Consider the attached Negative Declaration together with any comments received during the public review process, find on the basis of the entire record before the Board that there is no substantial evidence the project will have a significant effect on the environment, find that the Negative Declaration reflects the independent judgment and analysis of the Board, and adopt the Negative Declaration.
2. Approve the recommendations by the Regional Planning Commission to delete the Blue Line Transit Oriented District Ordinance in its entirety and to adopt amendments to Title 22 (Zoning Ordinance) establishing a combined Blue Line and Green Line Transit Oriented District Ordinance that does not substantively change those provisions applicable to the Blue Line, adopt the related zone changes, and approve the Green Line Transit Oriented Districts Land Use, Housing and Economic Development Strategy Report (Green Line Strategy Report).
3. Find that the adoption of the proposed amendments to Title 22 of the Los Angeles County Code and related zone changes, and approval of the Green Line Strategy Report are *de minimus* in their effect on fish and wildlife resources; and authorize the Director of Planning to complete and file a Certificate of Fee Exemption for the project.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Your Board of Supervisors directed staff and the Regional Planning Commission to study the land use conditions in unincorporated areas surrounding the Vermont Avenue and Hawthorne Boulevard Green Line light rail stations in the West Athens and Lennox communities, respectively. You asked that we suggest new zoning regulations for these neighborhoods that would leverage on the presence of these transit stations to help revitalize related local neighborhoods and promote transit use.

Staff's research revealed that the presence of these stations creates unique opportunities to promote neighborhood revitalization and transit use by fostering a pedestrian-oriented physical environment within these neighborhoods. Accordingly, the proposed Green Line Transit Oriented Districts Ordinance, related zone changes and related Green Line Strategy Report would establish regulations and policies for the unincorporated areas within approximately one-quarter mile of the Vermont and Hawthorne Green Line transit stations. Within these geographic areas, the proposed ordinance, zone changes and Strategy Report would provide for special development standards, case processing procedures and development incentives aimed at promoting a pedestrian-oriented environment.

Given that your Board has previously adopted similar transit oriented district regulations for the unincorporated areas surrounding four Blue Line light rail stations, staff has consolidated those Blue Line T.O.D. regulations with the new Green Line T.O.D. regulations to create a new comprehensive and well-organized body of T.O.D. regulations. If adopted, these regulations would constitute Part 8 of Chapter 22.44 of the Zoning Ordinance. In undertaking this reorganization, no substantive changes were made to the previously adopted Blue Line T.O.D. regulations.

IMPLEMENTATION OF COUNTY-WIDE STRATEGIC PLAN GOALS

This proposed ordinance promotes the County's Strategic Plan goals of improving the quality of life for residents of Los Angeles County's unincorporated communities. The ordinance, related zone changes and Strategy Report would establish development standards, case processing procedures and development incentives for areas communities surrounding the Vermont and Hawthorne Green Line transit stations that would stimulate the provision of needed commercial services and affordable housing, in turn, increasing transit ridership.

FISCAL IMPACT/FINANCING

Implementation of the proposed amendments would not result in any new significant costs to the County or to the Department of Regional Planning. The ordinance proposes to reduce development project filing fees and streamline case processing requirements for neighborhood oriented businesses and affordable housing projects within the Districts. As a result, this Department may experience a limited reduction in revenues

associated with such project filings; however, staff time and costs required to review such projects will also be reduced accordingly. Additionally, tax revenues may increase in accordance with the stimulation of new construction and increased business activity within the Districts.

No requests for financing are being made in conjunction with these proposed ordinance amendments.

FACTS AND PROVISIONAL/LEGAL REQUIREMENTS

As cited above, staff's and the Regional Planning Commission's response to your Board's directive includes three parts: the proposed the Transit Oriented District ordinance provisions, related zone changes, and the Green Line Transit Oriented Districts Strategy Report, all of which are attached for your Board's consideration. A description of each of these components of the proposed Green Line Transit Oriented Districts regulations and policies follows below:

- 1) The proposed Ordinance would amend existing development regulations, streamline case processing procedures for appropriate uses, and provide new neighborhood business and affordable housing incentives for areas within approximately a one-quarter mile radius of the Vermont and Hawthorne Green Line stations.
 - The new development standards include a broad spectrum of requirements aimed at helping to promote a pedestrian oriented environment. Some examples of such standards include requirements for:
 - Pedestrian-scale reduced height limits in commercial zones, and new limits on floor area ratios for commercial and mixed-use structures in commercial zones.
 - Progressive recessing of each successive upper story of commercial and mixed-use structures in commercial zones.
 - New esthetic treatments for pedestrian and driveway entrances.
 - A zero front yard setback for commercial and mixed-use buildings, or an allowance of up to ten feet setback if certain pedestrian amenities are provided in front of building.
 - Special esthetic treatments of long commercial facades and long rooftops.
 - Location of retail commercial uses exclusively on the ground floor of commercial and mixed-use buildings.
 - Unique landscaping such as street trees at intervals of at least thirty feet.
 - A conditional use permit (CUP) requirement for all multiple-family residential structures of five units or more in Zone R-3 (Limited Multiple-family Residence). (Current Countywide R-3 zoning provisions allow up to 30 dwelling units per net acre with an unlimited number of units in one apartment building.)

- Prohibition of certain previously permitted uses in Zones R-2 and R-3 that are inappropriate in transit oriented and pedestrian oriented neighborhoods, i.e. airports, cemeteries, radio and television stations and towers, oil wells, and several other uses.
 - Some examples of the newly proposed streamlined case processing procedures include:
 - Mixed-use structures would be allowed with a director's review. (Previously such structures required a CUP.)
 - Small markets and restaurants would be allowed on corner and corner-adjacent lots in Zones R-2 and R-3 with a conditional use permit. (Previously such uses were prohibited in such zones.)
 - Very small notions and snack shops would be allowed on the ground floor level of multiple-family residential structures with a conditional use permit. (Previously such uses were prohibited in such zones.)
 - Allowance for affordable and senior housing density bonuses in residential and mixed-use structures a director's review. (Previously such uses required a CUP).
 - Some examples of the newly proposed development incentives besides actual streamlining of case processing procedures include allowances for:
 - Increased height limits and floor area ratio limits for mixed-use buildings in commercial zones.
 - Reduction in off-street parking requirements for uniquely neighborhood-oriented commercial uses.
 - Reduction in fees for director's review and in accordance with a range of zoning case-filing requirements.
- 2) The Regional Planning Commission is also recommending the following changes of zone within the two new Green Line Districts:
- Vermont Transit Oriented District—Total acreage rezoned: 15.9 acres
 - Change 1.3 acres from M-1 (Light Manufacturing) to B-1 (Buffer)
 - Change 14.3 acres from Zone C-3 (Unlimited Commercial) to Zone C-2 (Neighborhood Business)
 - Change .3 acres from R-1 (Single Family Residence) to C-2.
 - Hawthorne Transit Oriented District—Total acreage rezoned: 8.8 acres
 - Change 4.7 acres from M-1 to C-2
 - Change .2 acres from C-3 to C-2
 - Change 3.0 acres from CPD (Commercial Planned Development) to C-2
 - Change .8 acres from R-3-P (Limited Multiple Residence—Parking) to C-2.
 - Change .1 acres from C-3 to R-3-P

- 3) The Green Line Strategy Report contains land use policies that constitute an overall vision for the future improvement of the areas surrounding the transit stations, and related goals and objectives. The proposed ordinance provisions flow from these strategic policies. The policies are subdivided into the issue-areas listed below. Accordingly, the Report promotes:
- The slow transformation of inappropriate land uses surrounding the Green Line transit stations into appropriate pedestrian-oriented uses.
 - Long-term property maintenance, esthetic upkeep and rehabilitation.
 - A mix of residential densities.
 - An esthetic and functional relationship between new land uses and the transit stations.
 - A safer living environment.
 - New neighborhood and pedestrian oriented commercial services, such as markets, pharmacies and child care centers.
 - Distinct neighborhood and transit station identities within the T.O.D.'s.
 - New public spaces, and civic and cultural activities.
 - Circulation patterns that support neighborhood, pedestrian and transit oriented development and are interesting for pedestrians.
 - Affordable and senior residential development.
 - Neighborhood pride.
 - Attraction of new business interest, capital, jobs and development projects to the T.O.D. areas.
 - Use of the transit system by residents within the T.O.D.'s.

The Regional Planning Commission recommended approval of these amendments to the zoning ordinance, and related zone changes and Strategy Report, believing that new regulations and policies would promote a pedestrian oriented environment, increase transit use and foster neighborhood revitalization within the areas surrounding the Vermont and Hawthorne Green Line stations.

PUBLIC HEARING AND NOTICE

A public hearing is required pursuant to Section 22.16.200 of the County Code and Section 65856 of the Government Code. Required notice must be given and the public hearing must be given pursuant to the requirements set forth in Section 22.60.174 of the County Code. These procedures exceed the minimum standards of Government Code Sections 6061, 65090, 65856, and 66016 relating to notice of public hearing.

ENVIRONMENTAL DOCUMENTATION

The attached initial study concludes that there is no substantial evidence, in light of the whole record before your Board, that the adoption of the proposed ordinance and zone changes, and approval of the Strategy Report may have a significant effect on the environment. Therefore, in accordance with Section 15070 of the State CEQA

Honorable Board of Supervisors
December 13, 2004

Guidelines, a Negative Declaration was prepared. A copy of the proposed Negative Declaration has been transmitted to 80 public libraries for public review. Public notice was published in 13 newspapers of general circulation pursuant to Public Resources Code Section 21092. No comments on the proposed Negative Declaration were received during the public review period.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

The Ordinance would stimulate new development within the Green Line Transit Oriented Districts that will improve neighborhood commercial services and stimulate affordable housing. The Ordinance would streamline case processing requirements for affordable housing, mixed-use buildings and development projects with a pedestrian-oriented scale, expediting the provision of neighborhood commercial services and affordable housing in the Districts. The Ordinance would also authorize the County to require new infrastructure in conjunction with new development proposals in many instances.

Although the Ordinance would accommodate some moderate increases in residential densities, overall development potential and demand for services would be reduced in accordance with a pedestrian-scale of development.

Respectfully submitted,

DEPARTMENT OF REGIONAL PLANNING

James E. Hartl, AICP
Director of Planning

JEH:RDH:LE

Attachments

1. Resolution of the Regional Planning Commission (RPC)
2. Project Summary
3. Ordinance Recommended for Board Action
4. Zone Change Maps
5. Green Line Strategy Report
6. Negative Declaration
7. Summary of RPC Proceedings
8. Legal Notice of Board Hearing

C: Chief Administrative Officer
County Counsel
Executive Officer, Board of Supervisors
Director, Department of Public Works

RESOLUTION

THE REGIONAL PLANNING COMMISSION

COUNTY OF LOS ANGELES

WHEREAS, the Regional Planning Commission of the County of Los Angeles has conducted a public hearing on the matter of an amendment to Title 22 (Zoning Ordinance) of the Los Angeles County Code, relating to the Green Line Transit Oriented Districts (T.O.D.'s) on March 22, 2000, and further considered the ordinance and related zone changes at meetings on April 12, 2000 and April 26, 2000; and

WHEREAS, the Commission finds as follows:

1. The new Green Line light rail alignment and station locations have provided the County of Los Angeles with unique new opportunities for planning in the areas surrounding the Vermont Avenue and Hawthorne Boulevard stations in West Athens and Lennox, respectively.
2. The Countywide General Plan calls for the establishment of specific development standards and development incentives when warranted in specific communities with unique land use opportunities or problems.
3. The Green Line light rail alignment and station locations will attract new residents to these communities, and will also attract new business enterprises to serve these residents.
4. The proposed Green Line Transit Oriented Districts (T.O.D.) establish a new framework for development in the Districts which will accommodate anticipated residents, workers, and business owners, and promote a high quality living and working environment within one-quarter mile of the Vermont Avenue and Hawthorne Boulevard stations.
5. The proposed Green Line T.O.D. Ordinance will help to promote a walkable environment in these T.O.D. neighborhoods, so that residents, workers, and business owners can undertake many of their daily tasks and leisure activities on foot, on bicycle, and on transit.
6. Establishment of walkable development standards and neighborhood-serving business incentives will help to attract pedestrian-oriented, neighborhood-serving commercial uses, and high-quality affordable housing to the Districts, thereby promoting convenient, vibrant and cohesive T.O.D. neighborhoods.

7. The proposed Green Line T.O.D. Ordinance will help to strengthen the physical and economic vitality of the Vermont Avenue and Hawthorne Boulevard T.O.D. neighborhoods.
8. The proposed new framework for development will help to revitalize the T.O.D. neighborhoods, and at the same time help to increase transit ridership.
9. The Green Line Transit Oriented Districts Advisory Committee (TODAC), comprised of active individuals from the West Athens and Lennox communities, acted in an advisory capacity to assist in the development of the Green Line Transit Oriented Districts Ordinance.
10. The recommendations contained in the Green Line Transit Oriented Districts Ordinance was also subjected to extensive citizen review and two community meetings held in West Athens and Lennox on January 24, and January 27, 2000, respectively.
11. The approval of the Green Line Transit Oriented Districts Ordinance will ensure that the goals and policies of the Green Line Transit Oriented Districts Land Use, Housing and Economic Development Strategy Report are implemented.
12. The proposed ordinance is consistent with policies on the Los Angeles Countywide General Plan and the West Athens/Westmont Community Plan.
13. A Negative Declaration has been prepared determining that the Green Line Transit Oriented Districts Ordinance and related zone changes will not have a significant effect on the physical environment.

THEREFORE, BE IT RESOLVED THAT the Regional Planning Commission recommend to the Board of Supervisors of the County of Los Angeles as follows:

1. That the Board hold a duly noticed public hearing to consider the proposed amendments to Title 22 of the Los Angeles County Code, Zoning Ordinance, relating to the Green Line Transit Oriented Districts, related zone changes, and related Green Line Transit Oriented Districts Land Use, Housing and Economic Development Strategy Report.
2. That the Board adopt the attached proposed ordinance containing modifications to Title 22, Zoning Ordinance, and changes of Zones [Case No. 00-22 (2)]; and determine that they are compatible with and supportive of the goals and policies of the Los Angeles County General Plan.

3. That the Board adopt the Negative Declaration relating to the Green Line Transit Oriented Districts Ordinance and related zone changes, finding that such amendment will have no significant effect on the environment, and certify that the Negative Declaration has been completed in compliance with the California Environmental Quality Act and the State and County Guidelines related thereto.

I hereby certify that the foregoing resolution was adopted by the Regional Planning Commission of the County of Los Angeles on April 26, 2000.

Rosie O. Ruiz, Secretary
Regional Planning Commission
County of Los Angeles

COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING

PROJECT SUMMARY

PROJECT DESCRIPTION:	Proposed establishment of the Green Line Transit Oriented Districts, including proposed Green Line Transit Oriented Districts Ordinance amendments to Title 22 (Zoning Ordinance), related zone changes--Zone Change Case 00-22 (2), and the Green Line Transit Oriented District Land Use, Housing and Economic Development Strategy Report (Strategy Report).
REQUEST:	Adopt the proposed ordinance amendments and related zone changes, and approve the related Strategy Report.
LOCATION:	Unincorporated areas within approximately one-quarter mile of the Vermont Avenue and Hawthorne Boulevard Green Line transit stations.
APPLICANT OR SOURCE:	Board of Supervisors directive.
STAFF CONTACT PERSON:	Mr. Leonard Erlanger at (213) 974-6432.
RPC HEARING DATES:	March 22, 2000; April 12, 2000; and April 26, 2000.
RPC RECOMMENDATION:	Board hearing and adoption of the proposed zoning ordinance amendments and related zone changes, and approval of the related Strategy Report.
MEMBERS VOTING AYE:	Pedersen, Toy and Vargo.
MEMBERS ABSENT:	Campbell and Feldman.
KEY ISSUES:	Conditional use permit (CUP) requirement for multiple-family residential buildings of more than 4 dwelling units. (No public opposition received at hearing).
MAJOR POINTS FOR:	Would establish pedestrian oriented development standards that will help to revitalize local neighborhoods and increase transit ridership.
MAJOR POINTS AGAINST:	Should allow multiple-family residential buildings with more than 4 dwelling units without a CUP.

ANALYSIS

This ordinance amends Title 22 - Planning and Zoning of the Los Angeles County Code by deleting Chapter 22.44, Part 8, the Blue Line Transit Oriented District Ordinance, in its entirety and replacing it with a revised Chapter 22.44, Part 8, which is a combined Blue Line and Green Line Transit Oriented District Ordinance. This Ordinance restates, but does not substantively change development standards, allowable uses and case processing requirements for the Blue Line Transit Oriented Districts and creates them for the new Green Line Transit Oriented Districts in order to promote transit-oriented and pedestrian-oriented development. This Ordinance also revises Section 22.08.200.T relating to the definition of Transit Oriented District.

RAYMOND G. FORTNER, JR.
County Counsel

By
PETER J. GUTIERREZ
Senior Deputy County Counsel
Public Works Division

PJG:di

12/7/04 (requested)

1/19/05 (revised)

ORDINANCE NO. _____

An ordinance amending Title 22 of the Los Angeles County Code relating to the Transit Oriented Districts.

The Board of Supervisors of the County of Los Angeles ordains as follows:

SECTION 1. Section 22.08.200.T is amended to read as follows:

22.08.200.T

. . .

"Transit oriented district" (TOD) means a mixed-use community within an approximately one-quarter to one-half mile distance ~~radius~~ of a significant transit facility station. Transit oriented districts are established to encourage a mix of residential, retail, office, open space, and public uses in a close proximity to each other in order to contribute to a vibrant, safe, and revitalized walkable environment, ~~making it convenient for residents and employees.~~ The transit oriented district land use provisions and design standards encourage convenient ~~to~~ travel by transit, bicycle, or foot by both residents and employees. Transit oriented districts also promote the efficient use of land for the mutual reinforcement of private development and public investments in the transit system.

. . .

SECTION 2. Chapter 22.44, Part 8 (Supplemental Districts) of the Los Angeles County Code is hereby deleted in its entirety.

SECTION 3. Chapter 22.44, Part 8 (Supplemental Districts) of the Los Angeles

County Code is hereby added to read as follows:

22.44.400 Intent and Purpose.

Transit oriented districts are established as supplemental districts in order to promote transit-oriented and pedestrian-oriented development, to increase transit use, to manage traffic congestion, and to improve air quality. To achieve these goals, the following transit oriented districts are established to create and apply unique development standards and case processing procedures to geographic areas within an approximately one-quarter to one-half mile radius around specific light rail transit stations in unincorporated areas:

- Blue Line Transit Oriented Districts
 - Slauson Station Transit Oriented District
 - Florence Station Transit Oriented District
 - Firestone Station Transit Oriented District
 - Imperial Station Transit Oriented District
- Green Line Transit Oriented Districts
 - Vermont Station Transit Oriented District
 - Hawthorne Station Transit Oriented District

The exact geographic boundary of each transit oriented district is depicted on its respective map at the end of this Part 8.

The transit oriented districts implement the objectives of the Transit Village Development Planning Act of 1994, Government Code section 65460, et seq. They also implement the "Land Use and Economic Development Strategies Blue Line Transit Oriented Districts Study" and the "Draft Green Line Transit-Oriented Districts Land Use, Housing and Economic Development Strategy Report" (hereinafter referenced respectively as the Blue Line Strategy Report and Green Line Strategy Report), on file with the department of regional planning.

22.44.410 Context and Nature of Transit Oriented Districts.

A. Relationship to other zoning regulations. Except as otherwise expressly provided in this Part 8, property within a transit oriented district may be used in any manner allowed in the basic zone, subject to the same standards, limitations, and conditions contained in this Title 22. Where the regulations of a transit oriented district provided in this Part 8 differ from any other provisions in this Title 22, including those of a community standards district, the transit oriented district regulations shall supersede any such differing provisions. In the event there are conflicting provisions in this Part 8 with respect to properties within a transit oriented district, the more specific provision shall apply

B. Categories of transit oriented district regulations. Transit oriented district regulations within this Part 8 are divided into the following categories:

1. Development standards, case processing procedures, and allowable uses that apply within all transit oriented districts countywide. This category of regulations includes the following:

a. Development standards and case processing procedures that are applicable to properties within all of the transit oriented districts countywide irrespective of their specific zone classifications; and

b. Allowable uses and development standards that are applicable only within specific individual zones within all of the transit oriented districts countywide.

2. Transit line development standards, case processing procedures, and allowable uses. This category of regulations includes the following:

a. Development standards and case processing procedures that are applicable to properties within all of the transit oriented districts along a specific transit line - the Blue Line or the Green Line irrespective of their specific zone classifications;

b. Zone-specific listings of allowable uses and development standards that are applicable only to properties within specific individual zones in all transit oriented districts along a specific transit line - the Blue Line or the Green Line; and

c. Station-specific development standards that are applicable only to properties within specific individual transit oriented districts.

22.44.420 Development Standards and Case Processing

Procedures Applicable in all Transit Oriented Districts.

A. Development Standards.

1. Graffiti. To encourage the maintenance of exterior walls free from graffiti that would impact pedestrian views, the following shall apply to all properties within all transit oriented districts:

a. All structures, walls, and fences open to public view shall remain free of graffiti; and

b. In the event of such graffiti occurring, the property owner, tenant, or their agent shall remove or cover said graffiti within 72 hours, weather permitting. Paint utilized in covering such graffiti shall be a color that matches, as closely as possible, the color of the adjacent surfaces.

2. Signs. Notwithstanding the provisions of Part 10 of Chapter 22.52, the following standards shall apply to all signs:

a. Window signs. Window signs shall not exceed the maximum area of ten percent per glass area (total window or door glass area visible from the exterior of the building); and

b. Prohibited signs. The following signs shall be prohibited:

i. Roof signs; and

ii. Outdoor advertising signs.

3. Residential Uses.

a. Relationship of residential development to existing structures.

i. Size of residential structures. Residential buildings and structures shall be generally consistent and compatible in terms of size, scale, and proportion with adjacent buildings and structures, to the satisfaction of the director, and their height shall not exceed that provided in this Part 8, except with a variance approved pursuant to the provisions of Part 2 of Chapter 22.56.

ii. Aesthetics of residential structures. Residential buildings and structures shall be generally consistent and compatible in terms of color, architectural style, and construction materials with adjacent buildings and structures, to the satisfaction of the director.

b. Fences, walls, and landscaping.

i. Fences and walls shall:

(A). Be composed of materials and colors that are generally consistent and compatible with the buildings and structures in the development.

(B). Where part of a multiple-family development which adjoins a single-family residence:

(1). Be at least six feet in height;

(2). Be located along the common property line; and

(3). Where the properties share a side property line, extend from the rear property line to at least the minimum front yard setback.

(C). Where the properties share a rear property line, extend from side lot line to side lot line.

ii. All mechanical equipment, trash containers, and dumpsters shall be completely screened from view from adjacent streets, walkways, and residences through the use of walls and/or landscaping.

iii. For the purposes of this Part 8, mechanical equipment shall mean air conditioners, television antennae, and other accessory equipment customarily utilized in connection with residential uses.

4. Commercial and Mixed-Uses (commercial/residential).

a. Compatibility with residential parcels. Commercial or mixed-use (commercial/residential) structures on parcels adjoining residentially-zoned parcels shall be located and designed to minimize their impact on the residentially-zoned parcels with respect to light, air, noise, and privacy, to the satisfaction of the director.

b. Pedestrian character.

i. Continuity and interest for pedestrians. In order to promote continuity among the various retail and service businesses and an interesting walking experience for pedestrians, at least 50 percent of any building's ground floor façade that is approximately parallel to and facing the street shall be composed of entrances and show windows or other displays;

ii. Use of glass. All glass utilized at and near the street level shall be either clear or lightly tinted in order to promote maximum pedestrian visibility of building interiors from the sidewalk area. Mirrored, highly reflective glass or densely tinted glass shall be prohibited, except as an architectural or decorative accent limited to 20 percent of the entire building front façade area;

iii. Walk-up facilities. Walk-up facilities shall be recessed and provide enough queuing space to ensure that pedestrians walking along the sidewalk will not be obstructed;

iv. Principal building entrance. Where feasible, the principal building entrance shall be located facing the sidewalk in front of the building;

v. Parking access. The width of the parking access from the street to a lot shall be limited to 28 feet of the commercial frontage, and no customer drive-through facilities shall be permitted;

vi. Architectural and decorative accents. At least 50 percent of the building façade above the first story shall be composed of recessed windows, balconies, offset planes, or other architectural or decorative accents;

vii. Roof Design. Proposed new buildings or additions having 100 feet or more of street frontage shall be designed to provide roofs of varying materials, textures, and motifs; and

viii. Paving Material. Pedestrian circulation areas and driveway entrances within the property boundaries shall be developed with decorative paving materials such as brick or paver tile.

- c. Awnings. Awnings shall be:
 - i. The same color and style for each opening on a single storefront or business;
 - ii. Complimentary in color and style for each storefront in a building;
 - iii. Designed to coordinate with the architectural divisions of the building including individual windows and bays;
 - iv. In compliance with building code and fire department requirements; and
 - v. Repaired or removed within 30 days of receipt of notification that a state of disrepair exists.
- d. Mechanical Equipment.
 - i. Individual air-conditioning units for a building or storefront shall be located as unobtrusively as feasible within the overall design of the building to the satisfaction of the director.
 - ii. If air-conditioning window units must be located in the storefront:
 - (A). The window units shall be neutral in appearance and the units shall not project outward from the façade. Their housing color shall be the same as those of the storefront; or
 - (B). If possible, the unit shall be completely screened with an awning or landscaping so that it will not be visible from the street.

iii. Mechanical equipment located on roofs shall be completely screened by parapet walls or other materials so that the equipment will not be visible from any point six feet above ground level within 300 feet.

iv. Notwithstanding subsection iii, above, any structures on the roof, such as air-conditioning units, antennas, and other equipment, shall be completely screened from view from any adjacent residential property.

e. Security.

i. Chain-link, barbed, and concertina wire fences are prohibited; tubular steel or wrought-iron fences are permitted;

ii. All security bars or grilles shall be installed within the interior of the building;

iii. Vertically or horizontally folding accordion grilles installed in front of a storefront are prohibited; and

iv. Building security grilles shall be side-storing, concealed interior grilles that are not visible from the exterior of the building when not in use (during business hours) or grilles which can be concealed in the architectural elements of the building.

f. Lighting. On-site exterior lighting shall:

i. Be focused on the subject property and shielded or hooded to prevent illumination of adjacent properties; and

ii. Utilize lighting fixtures that are screened or designed to compliment the use and architecture of the subject property and adjacent properties

from which they are visible.

g. Buffers. Whenever a parking lot or a commercial structure is developed adjacent to a residential zone or exclusively residential use, a five-foot landscaped buffer shall be provided and a 45-degree daylight plane shall be incorporated.

h. Parking Areas. With the exception of fully subterranean structures, all parking areas shall:

i. Be located in the rear of the structure(s); and
ii. Be completely screened with walls and/or landscaping so that it is not visible from the street that provides frontage, except from the access driveway.

i. Landscape Plan. New commercial structures or additions to commercial structures exceeding 500 square feet in gross floor area shall provide a landscape/irrigation plan as part of the director's review process. Such plan shall depict required landscaping, including one 15-gallon tree for every 50 square feet of planter area, and required irrigation infrastructure.

j. Trash Enclosure. The required trash bin shall be completely enclosed by a five- to six-foot high decorative wall with solid doors.

5. Public Space.

a. Definition of Public Space. For the purposes of this Part 8, "public space" means those areas provided for passive and active outdoor recreational use and the enjoyment of community residents, employees, and visitors.

b. Types of public space. Public spaces shall include, but not be limited to, the following as long as the uses are consistent with the design, scale, and area standards specified in subsections c and d, below:

- Athletic fields.
- Arboretums and horticultural gardens.
- Courtyards.
- Historical monuments and cultural heritage sites.
- Outdoor public assembly.
- Parks.
- Playgrounds.
- Plazas.
- School yards.
- Swimming pools.
- Tennis, volleyball, badminton, croquet, lawn bowling,

and courts designed for similar outdoor activities.

- Village greens and squares.

c. Design and Location. Public spaces within transit oriented districts shall be developed at a scale to encourage pedestrianism and provide for efficient land use. Development shall be "space-making" rather than "space-occupying," i.e., forming boundaries around the public space rather than being sited in the middle of the space.

d. Size. Public spaces shall range from one-half up to three acres in size.

6. Streets and Sidewalks.

a. Pedestrian-friendly design. In order to create safe, convenient, and comfortable pedestrian routes, new street and sidewalk construction shall:

i. Provide for sidewalks on both sides of the street;

ii. Include pedestrian amenities such as those listed in subsection d, below;

iii. Include street trees that:

(A). Line the sidewalks so as to provide a shade canopy at maturity.

(B). Are of a shade-producing variety; and

(C). Are planted within the planting strip, where a planting strip is required, at intervals not to exceed 30 feet.

b. Pedestrian Accessibility. Streets, sidewalks, and pathways shall be aligned:

i. To facilitate easy pedestrian access across streets and between buildings, to public spaces and to the transit station, to the satisfaction of the director; and

ii. To provide all new development with easy pedestrian access, to the satisfaction of the director.

c. Street, sidewalk, and planting strip dimensions.

i. Sidewalks. New sidewalk construction shall:

(A). In residential zones, be not less than six feet in width; and

(B). In all other zones, be not less than 15 feet in width.

ii. Planting strips. Required planting strips shall be at least six feet in width.

iii. Pedestrian amenities in sidewalk areas. In non-residential zones, the amenities identified in subsection d, below, may encroach upon up to 50 percent of the required sidewalk width.

d. Types of pedestrian amenities. Pedestrian amenities shall be provided within or adjacent to the required sidewalk area in front of commercial and mixed-use development, to the satisfaction of the director. Such amenities may include, but are not limited to:

- Benches.
- Bicycle racks.
- Bus shelters.
- Decorative street and sidewalk lights.
- Drinking fountains.
- Landscaped buffers.
- Newsstands.

- On-sidewalk dining.
- Planter boxes.
- Special paving materials, such as treated brick, for sidewalks or crosswalks.
- Trash receptacles.

B. Case Processing Procedures.

1. Director's review.

a. Except as otherwise provided in this Part 8, or where a minor variation is required, a director's review, as provided in Part 12 of Chapter 22.56, shall be required to establish, operate, and maintain any use, except that a director's review shall not be required for a change in ownership or occupancy. Director's review shall not be required for additional construction, maintenance, or repairs conducted within any 12-month period, provided the total cost of such construction, maintenance and repairs does not exceed 25 percent of the current market value or assessed valuation of the existing building, whichever is less.

b. Applicants shall pay 25 percent of the fees specified by Section 22.60.100 for site plan reviews.

c. When considering a site plan under director's review, the director shall apply the principles and standards required by Section 22.56.1690, consistent with the policies contained in the Blue Line Strategy Report or Green Line Strategy Report, as applicable.

2. Minor variations. Minor variations from certain specified standards may be granted, subject to the procedures set forth below, as follows:

a. Required findings by the director. Under exceptional circumstances, the director may permit minor variations from the standards specified in the requirements for fence or wall, awning, mechanical equipment, and pedestrian character of this Part 8. Such variations shall be supported by findings made by the director that:

i. The application of certain provisions of these standards would result in practical difficulties or unnecessary hardships inconsistent with the goals of the general plan and/or the Blue Line Strategy Report or Green Line Strategy Report, as applicable;

ii. There are exceptional circumstances or conditions applicable to the property or to the intended development of the property that do not apply generally to other properties in the transit oriented district;

iii. Permitting a variation will not be materially detrimental to property or improvements in the area;

iv. That no more than two property owners have expressed any opposition to the minor variation; and

v. Permitting a variation will be consistent with the goals of the Blue Line Strategy Report or Green Line Strategy Report, as applicable.

b. Application materials. The materials required for filing a minor variation will be the same as that for the director's review, except that the

applicant shall also submit:

i. A list, certified to be correct by affidavit or by a statement under penalty of perjury, of the names and addresses of all persons who are shown on the latest available assessment roll of the County of Los Angeles as owners of the subject parcel of land and as owning property within a distance of 100 feet from the exterior boundaries of the parcel of land to be occupied by the use;

ii. Two sets of mailing labels for the above-stated owners within a distance of 100 feet of the parcel of land to be occupied by the use;

iii. A map drawn to a scale specified by the director indicating where all such ownerships are located; and

iv. A filing fee equal to that required for site plan review for commercial/industrial projects over 20,000 square feet in size as specified in Section 22.60.100.

c. Case processing procedures. The application for a minor variation from standards shall be processed by the director as follows:

i. Initial notice. Not less than 20 days prior to the date an action is taken, the director shall send notice to the owners of record specified in subsection B.2.b.i, above, using the mailing labels supplied by the applicant. The notice shall state that within ten days of its receipt, any interested person may file a written expression of opposition to the proposed minor modification of standards with the director for his consideration in making a determination on the applicant's request.

ii. Notice after determination. The director shall send notice of the decision to the owners of record cited above, including any person who expressed opposition to the request. The notice shall state that any interested person dissatisfied with the action of the director may file an appeal from such action with the hearing officer within ten days of the receipt of the notification.

3. Conditional use permits.

a. Conditional use permits shall be required for those uses which otherwise require such permit under the provisions of this Title 22, with the additions and deletions listed in this Part 8.

b. In addition to the findings for approval of conditional use permits required by Section 22.56.090, a conditional use permit shall not be approved unless the information submitted by the applicant and/or presented at the public hearing substantiates that the proposed use is consistent with the Blue Line Strategy Report or Green Line Strategy Report, as applicable.

c. Applicants shall pay 50 percent of the fees specified by Section 22.60.100 for conditional use permits for the following uses:

- Grocery stores.
- Offices, businesses or professional.
- Restaurants or other eating establishments, excluding drive-through facilities.
- Retail stores.

4. Nonconforming uses, buildings, and structures. In addition to the findings required by Section 22.56.1550 for approval of a nonconforming use, building, or structure review in a transit oriented district, an application for a nonconforming use or structure review shall not be approved unless the information submitted by the applicant and/or presented at the public hearing substantiates that proposed use, building or structure will not be in substantial conflict with the Blue Line Strategy Report or Green Line Strategy Report, as applicable.

22.44.430 Allowable Uses and Development Standards Applicable Within Specific Zones in All Transit Oriented Districts.

A. Zone R-2 (Two-Family Residence Zone). Structures and residences in zone R-2 shall be subject to the following development standards:

1. Lot coverage. The maximum lot coverage permitted in zone R-2 shall be 50 percent.
2. Yard requirements. Not more than 25 percent of the required front yard setback shall be utilized for vehicle access or storage.

B. Zone R-3 (Limited Multiple Residence Zone).

1. Uses. Additional uses subject to director's review. In addition to the uses listed in Section 22.20.280, if site plans therefore are first submitted to and approved by the director, density bonuses may be obtained for parcels in zone R-3 subject to the following:

- a. Infill development. Where development is proposed for vacant lots or on lots containing legal nonconforming uses, a density bonus of

25 percent shall be granted, subject to a director's review, to ensure that the proposed development conforms with the character of the area.

b. Lot consolidation. Where lot consolidation is proposed, a range of density bonuses shall be granted subject to the provision of amenities, such as but not limited to, recreation facilities, laundry facilities, and extra landscaping as follows:

i. Consolidation of lots totaling 15,000 square feet or more - ten percent density bonus.

ii. Consolidation of lots totaling 25,000 square feet or more - 15 percent density bonus.

2. Development standards.

a. Yard requirements. Not more than 25 percent of the required front yard shall be utilized for vehicle access and storage.

b. Lot coverage. The maximum lot coverage in zone R-3 shall be 50 percent.

c. Building configuration. Apartment houses shall be limited to a maximum of four dwelling units within a single structure. Apartment houses containing five or more dwelling units within a single structure shall require a conditional use permit.

C. Zone C-2 (Neighborhood Commercial Zone).

1. Uses.

a. Permitted uses. Parcels in zone C-2 may be used for any uses listed as a permitted use in Section 22.28.130, except that the following uses shall require a conditional use permit:

i. Sales.

- Automobile sales, sale of new motor vehicles.
- Boat and other marine sales.
- Recreational vehicle sales.
- Trailer sales, box and utility.

ii. Services.

- Air pollution sampling stations.
- Automobile rental and leasing agencies.
- Automobile service stations.
- Electric distribution substations, including
microwave facilities.
- Gas metering and control stations, public utility.
- Lodge halls.
- Rental services.

b. Additional uses subject to director's review. In addition to the uses listed in Section 22.28.150, if site plans are first submitted to and approved by the director, parcels in zone C-2 may be used for the following:

- Adult day care facilities.
- Mixed commercial/residential developments.
- Outdoor dining, subject to the conditions listed in subsection G of Section 22.28.070.

- Rooming and boarding houses.
- Senior citizens and disabled persons housing developments.
- Signs, subject to the restrictions contained in subsection A.2 of Section 22.44.420.

c. Uses subject to permit. Except for the uses listed in subsection C.1.b of Section 22.44.430 as allowed subject to director's review, provided a conditional use permit has first been obtained as specified in Part 1 of Chapter 22.56, parcels in zone C-2 may be used for any use listed as subject to permit in subsection A of Section 22.28.160, subsections C.1.a.i and C.1.a.ii of this Section 22.44.430, and temporary uses as provided in Part 14 of Chapter 22.56.

2. Development standards.

a. Floor area.

i. The total gross commercial floor area in all buildings on any one parcel of land shall not exceed two times the total net area of such parcel

of land.

ii. The total gross mixed-use (commercial/residential) floor area on any one parcel of land shall not exceed three times the total net area of such parcel of land. The residential portion of a mixed-use structure shall constitute at least 33 percent of total gross floor area.

iii. One hundred percent of the ground floor space in a multi-story mixed-use (commercial/residential) building shall be devoted to commercial use.

b. Setbacks. Structures shall be constructed on a front property line, except that they may be constructed up to ten feet back from the property line if one or more of the following are located within the setback area:

- Display windows, highly visible.
- Landscaping.
- Outdoor dining facilities, subject to the conditions of subsection G of Section 22.28.070.

- Outdoor display/sales.
- Street furniture.

D. Zone C-3 (Unlimited Commercial Zone).

1. Uses.

a. Permitted uses. Parcels in zone C-3 may be used for any use listed as a permitted use Section 22.28.180, except that the following uses shall require a conditional use permit:

i. Sales.

- Auction houses.

- Automobile sales, sale of new and used motor vehicles.

- Boat and other marine sales.
- Ice sales.
- Mobilehome sales.
- Motorcycle, motor scooter, and trail bike sales.
- Recreational vehicle sales.
- Trailer sales, box and utility.

ii. Services.

- Air pollution sampling stations.

- Automobile battery service.

- Automobile brake repair shops.

- Automobile muffler shops.

- Automobile radiator shops.

- Automobile rental and leasing agencies.

- Automobile repair garages, excluding body and fender work, painting, and upholstering.

- Automobile service stations.
- Bakery goods distributors.
- Car washes, automatic, coin operated, and

hand wash.

- Dog training schools.
- Electric distribution substations, including

microwave facilities.

- Furniture transfer and storage.
- Gas metering and control stations, public utility.
- Laboratories, research, and testing.
- Lodge halls.
- Mortuaries.
- Motion picture studios.
- Parcel delivery terminals.
- Radio and television broadcasting studios.
- Recording studios.
- Recreational vehicle rentals.
- Taxidermists.
- Tool rentals, including roto-tillers, power

mowers, sanders and saws, cement mixers, and other equipment.

- Trailer rentals, box and utility.
- Truck rentals, excluding trucks with a capacity

greater than two tons.

iii. Recreation and amusement.

- Amusement rides and devices.
- Carnivals.

b. Additional uses subject to director's review. In addition to the uses listed in Section 22.28.200, if site plans therefore are first submitted to and approved by the director, parcels in zone C-3 may be used for the following:

- Adult day care facilities.
- Health clubs or centers.
- Hotels.
- Mixed commercial/residential developments.
- Outdoor dining subject to the conditions listed in

subsection G of Section 22.28.070.

- Rooming and boarding houses.
- Senior citizens and disabled persons housing
- Signs, subject to the restrictions contained in

developments.

subsection A.2 of Section 22.44.420.

c. Uses subject to Permit. Except for the uses listed in subsection D.1.b of Section 22.44.430 as allowed subject to director's review, provided a conditional use permit has first been obtained as specified in Part 1 of Chapter 22.56, parcels in zone C-3 may be used for any use listed as subject to permit in subsection A of Section 22.28.210, subsections D.1.a.i, D.1.a.ii and D.1.a.iii of this

Section 22.44.430, and temporary uses as provided in Part 14 of Chapter 22.56.

2. Development standards.

a. Floor area.

i. The total gross commercial floor area in all buildings on any one parcel of land shall not exceed two times the total net area of such parcel of land.

ii. The total gross mixed-use (commercial/residential) floor area on any one parcel of land shall not exceed three times the total net area of such parcel of land. The residential portion shall constitute at least all floor area exceeding two times the total net area of such parcel.

b. Setbacks. Structures shall be constructed on the front property line, except that they may be constructed up to ten feet back from the front property line if one or more of the following are maintained within the setback area:

- Display windows, highly visible.
- Landscaping.
- Outdoor dining subject to the conditions of

subsection G of Section 22.28.070.

- Outdoor display/sales.
- Street furniture.

E. Zone R-3-P (Limited Multiple Residence Parking Combining Zone).

1. Uses.

a. Those uses and standards applicable in zone R-3, as modified by subsection B of this Section 22.44.430, and as further modified by subsection C.2 of Section 22.44.440 for all Blue Line TOD's, and by subsection C.2 of Section 22.44.450 for all Green Line TOD's.

b. Those uses and standards applicable in the ()-P (Parking) combining zone in Part 4 of Chapter 22.40, except that zone R-3, as above, shall be considered the basic zone.

22.44.440 Development Standards, Case Processing Procedures, and Allowable Uses Applicable within Blue Line Transit Oriented Districts.

A. Development standards.

1. Parking.

a. Except as otherwise provided in subsection b, below, the automobile parking requirements of Part 11 of Chapter 22.52 shall be reduced by 40 percent for new construction, additions, alterations, and changes of use. This percentage reduction shall not apply to additions and alterations, of existing single-family detached structures which shall continue to be subject to the full requirements of Part 11 of Chapter 22.52.

b. For the following uses, the automobile parking requirements of Part 11 of Chapter 22.52 shall be reduced by 60 percent:

- Banks.
- Barber shops.
- Beauty shops.
- Child care centers.
- Colleges and universities, including appurtenant

facilities, giving advanced academic instruction approved by the state board of education or other recognized accrediting agency, but excluding trade schools.

- Community centers.
- Day care centers.
- Delicatessens.
- Drug stores/pharmacies.
- Dry cleaning establishments, excluding wholesale

dry-cleaning plants.

- Employment agencies.
- Grocery stores.
- Ice cream shops.
- Libraries.
- Restaurants.
- Schools, business or professional, including art,

barber, beauty, dance, drama, and music, but not including any school specializing in manual training, shop work, or in the repair and maintenance of machinery or mechanical equipment.

2. Signs. Notwithstanding the provisions of Part 10 of Chapter 22.52, the following standards shall apply to all signs:

a. Window signs. Window signs shall be displayed on the interior of windows or door windows only; and

b. Freestanding signs. Freestanding signs shall:

i. Be permitted only on lots with street frontage of at least 100 feet;

ii. Have a solid base that rests directly on the ground;

iii. Not exceed five feet in height measured vertically from ground level at the base of the sign;

iv. Not exceed 40 square feet in area per sign face; and

v. Not be located in nor extend above any public right-of-way or public sidewalk area.

c. Awning signs. The following standards shall apply to awning signs:

i. The allowance for wall signs shall not be applicable to or include awning signs;

ii. Awning signs shall:

(A). For the ground floor, not exceed 20 percent of the exterior surface area of each awning;

(B). For the second floor, not exceed ten percent of the exterior surface area of each awning;

(C). Not be permitted above the second floor; and

(D). Be limited to a maximum letter height of ten inches.

3. Residential uses--fences. Where fences are to be located in required front and corner side yards in residential zones, the following standards shall apply:

a. If chain link or wrought-iron style fences are utilized, such fences may be constructed up to a height of four feet;

b. With a director's review, wrought-iron style fences of up to six feet in height shall be allowed. The director may impose such conditions on the fence design as are appropriate to assure public safety, community welfare, and compatibility with all applicable development standards for residential uses; and

c. Those portions of fences more than 42 inches high must be substantially open, except for pillars used in conjunction with wrought-iron style fences, and shall not cause a significant visual obstruction. No slats or other view-obscuring materials may be inserted into or affixed to such fences.

4. Commercial and mixed-use (commercial/residential) buildings.

a. Pedestrian character. At least 20 percent of the total building façade shall be composed of recessed windows, balconies, offset planes, or other architectural or decorative features.

b. Mixed-use (commercial/residential) development. The provisions of subsections A, B, C, and E of Section 22.40.590 (Development Standards

for zone []-CRS) shall apply to mixed commercial/residential developments irrespective of the specific zone classification of the particular parcel.

c. Landscape plan. Street furniture and related paving of up to 25 percent of the landscaped area, to a maximum of 250 square feet, may be substituted for required landscaped area.

5. Street, sidewalk, and planting strip standards.

a. Planting strip. All streets shall be designed so that a minimum six-foot wide, landscaped planting strip separates the sidewalk from the street.

b. Street and sidewalk dimensions. In order to insure pedestrian safety by slowing vehicular traffic and narrowing crosswalk lengths, new commercial and mixed-use developments shall include a narrowing of adjoining streets at pedestrian crossings, if acceptable to the department of public works.

B. Case processing procedures for nonconforming buildings, uses, and structures. All nonconforming buildings and structures nonconforming due to use, and buildings and structures nonconforming due to standards are subject to regulation as specified by Section 22.56.1540, except as modified herein. The effective date which commenced the running of the amortization periods contained in subsection B.1.f of Section 22.56.1540 for all Blue Line transit oriented districts, shall be August 5, 1999, the effective date of Ordinance No. 99-0057, and the listing of periods for discontinuance and removal below shall supersede those set forth in

subsections B.1.f.i through iv of Section 22.56.1540 for the following building types as follows:

1. Type IV and Type V buildings used as:
 - a. Three-family dwellings, apartment houses, and other buildings used for residential occupancy, 35 years;
 - b. Stores and factories, ten years; and
 - c. Any other building not herein enumerated, ten years;
2. Type III buildings used as:
 - a. Three-family dwellings, apartment houses, offices, and hotels, 40 years;
 - b. Structures with stores below and residences, offices or a hotel above, 40 years;
 - c. Warehouses, stores, and garages, 15 years; and
 - d. Factories and industrial buildings, 15 years.
3. Type I and II buildings used as:
 - a. Three-family dwellings, apartment houses, offices, and hotels, 50 years;
 - b. Theaters, warehouses, stores, and garages, 20 years; and
 - c. Factories and industrial buildings, 15 years.
4. The termination periods enumerated in subsections B.1, B.2, and B.3 of this Section 22.44.440, above, shall not apply to apartment houses which are rendered nonconforming due to subsection B.2.c. of Section 22.44.430.

C. Uses and standards applicable in specific zones.

1. Zone R-2 (Two-Family Residence Zone).

a. Uses.

i. Additional uses subject to director's review. In addition to the uses listed in Section 22.20.190, if site plans are first submitted to and approved by the director, a density bonus of up to 50 percent may be obtained for parcels in zone R-2 provided that:

(A). At least 33 percent of the total dwelling units in the development are provided for lower income households or at least 50 percent of the total dwelling units in the development are provided for qualifying senior citizens as defined in section 51.3 of the Civil Code; and

(B). A covenant and agreement is recorded in the county recorder's office to ensure the occupancy of the bonus units by qualifying senior citizens or lower-income households for a period of 30 years.

ii. Additional uses subject to permit. In addition to the uses subject to permit listed in Section 22.20.200, provided that a conditional use permit has first been obtained as specified in Part 1 of Chapter 22.56, parcels in zone R-2 may be used for the following:

- Grocery stores.
- Offices, business or professional.
- Restaurants and other eating establishments,

excluding drive-through facilities.

- Retail stores.

b. Development Standards. Notwithstanding the yard requirements in Section 22.20.220, parcels in zone R-2 shall be subject to the following:

i. Corner side and rear yards setbacks are subject to the provisions of Section 22.20.320.

ii. Front yard setbacks shall be at least ten feet in depth; and

iii. Interior side yard setbacks may be reduced from the five feet minimum to zero feet subject to the yard modification procedure and provided that a minimum distance of ten feet is maintained between the subject buildings and the buildings on the adjoining lot.

2. Zone R-3 (Limited Multiple-Residence Zone).

a. Uses.

i. Additional uses subject to director's review. In addition the uses listed in Section 22.20.280, if site plans are first submitted to and approved by the director, parcels in zone R-3 may be used for:

(A). Restaurants and incidental service concessions offering newspapers, tobacco, notions, grocery, and similar items in apartment house developments, provided that at least 50 percent of the developed area is devoted to residential use. The floor space of any outdoor dining area shall be included in the calculation of developed area.

(B). Affordable and senior citizen housing. A density bonus of up to 50 percent shall be allowed in compliance with the following provisions:

(1). At least 33 percent of the dwelling units in the development are provided for lower-income households; or at least 50 percent of the total dwelling units in the development are provided for qualifying senior citizens as defined in section 51.3 of the Civil Code; and

(2). A covenant and agreement is recorded in the county recorder's office to ensure the occupancy of the bonus units by qualifying senior citizens or lower income households for a period of 30 years.

ii. Additional uses subject to permit. In addition to the uses subject to permit listed in Section 22.20.290, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone R-3 may be used for the following:

- Apartment houses containing five or more dwelling units within a single structure.
- Grocery stores.
- Offices, business or professional.
- Restaurants or other eating establishments, excluding drive-through facilities.
- Retail stores.

b. Development Standards. Notwithstanding the yard requirements in Section 22.20.320, parcels in zone R-3 shall be subject to the following:

i. Front yard setbacks shall be at least ten feet in depth;

and

ii. Interior side yard setbacks may be reduced from the five feet minimum to zero feet subject to the yard modification procedure and provided that a minimum distance of ten feet is maintained between the subject buildings and the buildings on the adjoining lot.

3. Zone R-4 (Unlimited Residence Zone).

a. Uses.

i. Additional uses subject to director's review. In addition to the uses listed in Section 22.20.360, if site plans therefore are first submitted to and approved by the director, parcels in zone R-4 may be used for the following uses:

(A). Restaurants and incidental commercial service concessions offering newspapers, tobacco, notions, grocery, and similar items in apartment house developments, provided that at least 50 percent of the developed area is devoted to residential use. The floor space of any outdoor dining area shall be included in the calculation of developed area.

(B) Restaurants and incidental commercial service concessions offering newspapers, tobacco, notions, grocery, and similar items in hotel developments having not less than 20 guest rooms.

ii. Additional uses subject to permit. In addition to the uses subject to permit listed in Section 22.20.370, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone R-4 may be used for the following:

- Grocery stores.
- Offices, business or professional.
- Restaurants and other eating establishment, excluding drive-through facilities.
- Retail stores.

b. Development Standards.

i. Height limits. No building or structure in zone R-4 shall exceed 40 feet in height above grade, except for chimneys and rooftop antennas.

ii. Yard requirements. Notwithstanding the yard requirements in Section 22.20.380, parcels in zone R-4 shall be subject to the following:

(A). Interior side yard setbacks may be reduced from the five feet minimum to zero feet subject to the yard modification procedure and provided that at least ten feet in distance is maintained between the subject buildings and the buildings on the adjoining lot.

(B). Not more than 25 percent of the required front yard setback shall be utilized for vehicle access or storage.

4. Zone C-2 (Neighborhood Commercial Zone).

a. Uses.

i. Additional uses subject to director's review. In addition to the uses listed in Section 22.28.150, if site plans are first submitted to and approved by the director, parcels in zone C-2 may be used for:

- Apartment houses.
- Residences, single-family.
- Residences, two-family.
- Theaters and auditoriums.

ii. Additional uses subject to permit. Except for the uses listed in subsection C.4.a.i of this Section 22.44.440 as allowed subject to directors review, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone C-2 may be used for any use listed as a use subject to permit in subsections C.1.a and C.1.c of Section 22.44.430.

b. Development standards. Parcels in zone C-2 shall be subject to the following development standards:

i. Height limits. Mixed-use (commercial/residential) buildings in which residential portions constitute as least 33 percent of total gross floor area may be constructed to a maximum height of 45 feet above grade, excluding chimneys and rooftop antennas.

ii. Floor area. At least 50 percent of the floor space of a single-story mixed-use building must be devoted to commercial use.

5. Zone C-3 (Unlimited Commercial Zone).

a. Uses.

i. Additional uses subject to director's review. In addition to the uses listed in Section 22.28.200 and subsection D.1.b of Section 22.44.430, if site plans are first submitted to and approved by the director, parcels in zone C-3 may be used for the following:

- Apartment houses.
- Residences, single-family.
- Residences, two-family.
- Theaters and other auditoriums.

ii. Additional uses subject to permit. Except for the uses listed as subject to director's review in subsection C.5.a.i of Section 22.44.430, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone C-3 may be used for any use listed as subject to permit in subsections D.1.a and D.1.c of Section 22.44.430.

b. Development standards.

i. Height limits.

(A). Commercial buildings may be constructed to a maximum height of 45 feet above grade, excluding chimneys and rooftop antennas.

(B). Mixed-use (commercial/residential) buildings in which residential portions constitute at least 33 percent of all floor area may be constructed to a maximum height of 60 feet above grade, excluding chimneys and

rooftop antennas.

ii. Floor area. At least 50 percent of the floor space of a single-story structure and 100 percent of the ground floor space of a multi-story structure in a mixed-use building must be devoted to commercial uses.

6. Zone C-M (Commercial Manufacturing Zone).

a. Uses.

i. Permitted uses. Parcels in zone C-M may be used for any use listed as a permitted use in Section 22.28.230, except that the following uses shall require a conditional use permit:

(A). Sales.

- Auction houses.
- Automobile sales, sale of new and used motor vehicles.
- Boat and other marine sales.
- Ice sales.
- Mobile home sales.
- Motorcycle, motor scooter, and trail bike sales.
- Recreational vehicle sales.
- Trailer sales, box and utility.

(B). Services.

- Air pollution sampling stations.
- Automobile battery service.
- Automobile brake repair shops.
- Automobile muffler shops.
- Automobile radiator shops.
- Automobile rental and leasing agencies.
- Automobile repair garages, excluding

body and fender work, painting, and upholstering.

- Automobile service stations.
- Car washes, automatic, coin operated,

and hand wash.

- Electric distribution substations,

including microwave facilities.

- Furniture transfer and storage.
- Gas metering and control stations,

public utility.

- Laboratories, research, and testing.
- Lodge halls.
- Mortuaries.
- Motion picture studios.
- Parcel delivery terminals.

studios.

- Radio and television broadcasting
- Recording studios.
- Recreational vehicle rentals.
- Revival meetings, tent, temporary.
- Taxidermists.
- Tire retreading or recapping.
- Tool rentals, including roto-tillers, power

mowers, sanders and saws, cement mixers, and other equipment.

- Trailer rentals.
- Truck rentals.

(C). All uses listed under subsections B and C of
Section 22.28.230.

ii. Accessory uses. Parcels in zone C-M may be
used for any use listed as an accessory use under subsections A and B of
Section 22.28.240.

iii. Additional uses subject to director's review. In
addition to the uses listed in Section 22.28.250, if site plans are first submitted to and
approved by the director, parcels in zone C-M may be used for the following:

- Adult day care facilities.
- Apartment houses.
- Health clubs or centers.

- Hotels.
- Mixed commercial/residential developments.
- Outdoor dining, subject to the conditions listed

in subsection G of Section 22.28.070.

- Residences, single-family.
- Residences, two-family.
- Rooming and boarding houses.
- Senior citizen and disabled persons housing

developments.

- Signs as provided in subsection A.2 of Section

22.44.420 and subsection A.2 of this Section 22.44.440.

- Theaters and other auditoriums.

iv. Uses subject to permit. Provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone C-M may be used for the following:

(A). Any use listed as a use subject to permit in subsection A of Section 22.28.260, excluding uses subject to director's review pursuant to subsection C.6.a.iii of this Section 22.44.440; and

(B). Any use listed as a use subject to permit in subsection C.6.a.i of this Section 22.44.440.

b. Development standards.

i. Height limits. No commercial building shall exceed 40 feet in height excluding chimneys and rooftop antennas.

ii. Floor area.

(A). Commercial floor area. The total gross commercial floor area in all the buildings on any one parcel of land shall not exceed 1.8 times the total net area of such parcel of land.

(B). Mixed-use (commercial/residential) buildings.

(1). The total gross mixed-use floor area on any one parcel of land shall not exceed 2.7 times the total net area of such parcel of land.

(2). The residential portion shall constitute at least all floor area exceeding 1.8 times the total net area of such parcel of land.

(3). At least 50 percent of the floor space of a single-story structure and 100 percent of the ground floor space of a multistory structure in a mixed-use building must be devoted to commercial or manufacturing uses.

iii. Lot coverage. The maximum lot coverage shall be 80 percent of the net area of such parcel of land.

iv. Setbacks. Structures shall be built on a front property line, except that they may be constructed up to 15 feet back from the front property line if one or more of the following are maintained within the setback area:

- Display windows.
- Landscaping.
- Outdoor dining facilities.
- Outdoor display/sales.
- Street furniture.

D. Development standards applicable in individual Blue Line Transit Oriented Districts.

1. Slauson Station Transit Oriented District.

a. Paving material. Pedestrian circulation areas and driveway entrances within the boundaries of private, commercially developed property shall be developed with textured and/or colored pavement.

2. Florence Station Transit Oriented District.

a. Colors. For commercial development, muted pastel colors are recommended as the primary or base building color. Darker, more colorful paints should be used as trim colors for cornices, graphics, and window and door frames.

b. Paving material. Pedestrian circulation areas and driveway entrances within the boundaries of private, commercially developed property shall be developed with colored and/or textured pavement.

3. Firestone Station Transit Oriented District.

a. Colors. For commercial development, muted pastel colors are recommended as the primary or base building color. Darker, more colorful paints should be used as trim colors for cornices, graphics, and window and door frames.

b. Paving material. Pedestrian circulation areas and driveway entrances within the boundaries of private commercially developed property shall be developed with colored and/or textured pavement.

c. Wall finish. In order to preserve and enhance a mixed urban use environment on Firestone Boulevard, building walls shall be constructed primarily of stucco, brick, or other materials as approved by the director.

4. Imperial Station Transit Oriented District.

a. Reserved.

22.44.450 Development Standards, Case Processing Procedures and Allowable Uses Applicable within Green Line Transit Oriented Districts.

A. Development standards.

1. Parking.

a. Automobile parking requirements of Part 11 of Chapter 22.52 shall be reduced by 25 percent for new construction, additions, alterations, and changes of use for the following commercial uses:

- Bakeries.
- Banks/check cashing establishments.
- Barber shops.
- Beauty shops.
- Child care centers.
- Coffee houses/Juice bars.

- Colleges and universities, including appurtenant facilities, giving advanced academic instruction approved by the state board of education or other recognized accrediting agency, but excluding trade schools.

- Community centers.

- Copy/mail services, retail.

- Day care centers.

- Delicatessens.

- Donut shops.

- Drug stores and/or pharmacies.

- Dry cleaning establishments, excluding wholesale dry cleaning plants.

- Employment agencies.

- Flower shops.

- Grocery stores.

- Hardware stores.

- Ice cream shops.

- Libraries.

- Restaurants.

- Schools, business and professional, including art, barber, beauty, dance, drama, and music, but not including any school specializing in manual training, shop work, or in the repair and maintenance of machinery or mechanical equipment.

- Shoe repair/alterations.
- Stationary stores.
- Video sales and rentals.

b. Any commercial use may receive up to a five percent reduction in required parking spaces when open leisure areas with benches and other streetscape furniture appropriate for relaxing and eating are provided to the satisfaction of the director. This five percent reduction may be added to the reduction allowed in subsection A.1.a of this Section 22.44.450.

c. Parking for handicapped persons shall be calculated based on the total number of parking spaces required prior to any reduction allowed by subsections A.1.a and A.1.b of this Section 22.44.250, or based on the total number of parking spaces actually provided if greater.

2. Signs. Freestanding signs, including pole signs and A-frame sandwich signs, shall be prohibited.

3. Residential uses. With the exception of fully subterranean structures, all parking shall:

a. Where related to multiple-family structures, be located in the rear of the housing development; and

b. Be completely screened with walls and/or landscaping so that it is not visible from the street that provides frontage except from the access driveway.

4. Commercial and mixed-use (commercial/residential) buildings.
 - a. Mixed-uses (commercial/residential).
 - i. Single story mixed-use buildings are prohibited.
 - ii. The ground floor space in a mixed-use (commercial/residential) building shall be devoted solely to commercial uses.
 - iii. Retail uses shall be prohibited on all floors except the ground floor.
 - iv. Where office commercial and residential uses are located on the same floor, they shall not have common entrance hallways or entrance balconies.
 - v. Where office commercial and residential uses have a common wall, such wall shall be constructed to minimize the transmission of noise and vibration between the uses.
 - vi. Separate commercial and residential parking spaces must be provided and specifically designated by posting, pavement marking and/or physical separation.
 - b. Pedestrian character. The following standards shall apply in the interest of achieving a pedestrian character:
 - i. Recessed stories. Third and fourth stories of commercial and mixed-use buildings shall be recessed a successive minimum of at least ten feet on each story; and

ii. Paving material. Pedestrian circulation areas and driveway entrances within the boundaries of private property may be developed with colored stamped concrete.

iii. Types of pedestrian amenities. In addition to the amenities listed in subsection A.6.d of Section 22.44.420, pedestrian amenities may also include leisure areas, open, with benches and other street furniture appropriate for relaxation and eating.

5. Public spaces.

a. Types of public spaces. In addition to the uses listed in subsection A.5.b of Section 22.44.420, the following types of public spaces may also be provided:

- Leisure areas, open, including benches and other street furniture appropriate for relaxation and eating.

b. Amenities in public spaces. In order to create pleasing and convenient leisure areas, public space shall be furnished with amenities such as trees, landscaping, benches, trash containers, and water fountains.

B. Case processing procedures.

1. Nonconforming buildings, uses, and structures. All buildings, uses and structures that are nonconforming due to use, and buildings and structures that are nonconforming due to standards are subject to regulation as specified by Section 22.56.1540, except that the following amortization provisions shall apply:

a. Where a nonconforming use is carried on in a conforming structure, a ten-year amortization period shall apply, except where the provisions of subsection C of Section 22.56.1540 apply.

b. Where a nonconforming use is carried on in a nonconforming structure, the provisions of subsection B.1.f of Section 22.56.1540 shall apply, except that the termination periods enumerated therein shall not apply to apartment houses which are rendered nonconforming due to subsection B.2.c of Section 22.44.430.

2. Conditional use permits. Applicants shall pay 50 percent of the fees specified by Section 22.60.100 for conditional use permits, if required, for the following uses:

- Child care centers.
- Community centers.
- Libraries.

C. Uses and standards applicable in specific zones.

1. Zone R-2 (Two-Family Residence Zone).

a. Uses.

i. Additional uses subject to director's review. In addition to the uses listed in Section 22.20.190, if site plans are first submitted to and approved by the director, parcels in zone R-2 may receive the following density bonuses:

(A). Infill development. Where there are vacant lots or nonconforming uses in zone R-2, infill development is encouraged. A density bonus of 25 percent shall be allowed for development on such lots, subject to a director's review to ensure that the proposed development is compatible with the height, bulk, and colors of existing surrounding development.

(B). Lot consolidation. If amenities such as, but not limited to, recreation facilities, laundry facilities, and significant landscaping are provided to the satisfaction of the director, a lot consolidation may qualify for the following density bonuses:

(1). Consolidation of lots with a combined total of 15,000 square feet up to 24,999 square feet: ten percent density bonus.

(2). Consolidation of lots with a combined total of 25,000 square feet or more: 15 percent density bonus.

(C). Affordable and senior housing. A density bonus of up to 50 percent may be granted if the project complies with the affordable and senior housing provisions of Section 22.56.202.

(D). Total of combined density bonus grants. In the event that a project may qualify for more than one category of density bonuses pursuant to this subsection C.1.a.i the total combined density bonus granted under these provisions shall not exceed 50 percent.

ii. Additional uses subject to permit. In addition to the uses subject to permit listed in Section 22.20.200, provided that a conditional use permit has

first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone R-2 may be used for the following:

- Grocery stores, limited to 5,000 square feet in gross floor area and located on corner lots, and which may be extended to an immediately adjacent lot.

- Restaurants, limited to 5,000 square feet in gross floor area and located on corner lots, and which may be extended to an immediately adjacent lot.

- Restaurants, incidental, and incidental commercial service concessions offering newspapers, tobacco, notions, grocery, and similar items in apartment house developments, provided that at least 50 percent of the developed area is devoted to residential use. The floor space of any outdoor dining area shall be included in the calculation of developed area.

iii. Prohibited uses. The following uses shall be prohibited:

- Airports.
- Cemeteries.
- Earth stations.
- Electric distribution substations.
- Explosives storage.
- Gas metering and control stations, public utility.
- Heliports.
- Helistops.

- Landing strips.
- Oil wells.
- Radio and television stations and towers.
- Sewage treatment plants.
- Surface mining operations.
- Water reservoirs.

b. Development standards.

i. Signs for commercial uses in multiple-family

residential buildings. Notwithstanding the provisions of Part 10 of Chapter 22.52, signs shall be subject to the following standards:

(A). Incidental restaurants and service commercial uses. Where incidental restaurants and service commercial uses within apartment houses are authorized by this Part 8, related signs shall:

(1). Be limited to 12 inches in height and 18 inches in width; and

(2). Not be visible from any public right-of-way.

(B). Small grocery and restaurant establishments. Small grocery and restaurant establishments for corner and corner-adjointing lots authorized by this Part 8, may be allowed either one wall sign or one projecting sign subject to the following:

(1). Wall signs. Wall signs shall:

(a). Be limited to 15 square feet in size; and

(b). Contain letters of not more than

18 inches in size.

(2). Projecting signs. Projecting signs, including awning signs, shall:

(a). Be limited to seven and one-half square

feet in size;

(b). Contain letters of not more than ten

inches in height; and

(c). Not project beyond the face of the

building in excess of 50 percent of the limitations set forth in diagram A of subsection C.1 of Section 22.52.900.

ii. Street, sidewalk and planting strip development standards.

Streets shall be designed so that a minimum six-foot wide, landscaped planting strip separates the sidewalk from the street.

2. Zone R-3 (Limited Multiple-Residence Zone).

a. Uses.

i. Additional uses subject to director's review. In

addition to the uses listed in Section 22.20.280, if site plans are first submitted to and approved by the director, parcels in zone R-3 may be used for:

(A). Affordable and senior citizen housing. A density bonus of up to 50 percent may be granted if the project complies with the affordable and senior housing provisions of Section 22.56.202; and

(B). In the event that a project may qualify for more than one category of density bonus pursuant to this subsection C.2.a.i of this Section 22.44.450, the total combined density bonus granted under these provisions shall not exceed 50 percent.

ii. Additional uses subject to permit. In addition to the uses subject to permit listed in Section 22.20.290, provided that a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone R-3 may be used for the following:

- Grocery stores, limited to 5,000 square feet in gross floor area and located on corner lots, and which may be extended to an immediately adjacent lot.

- Apartment houses containing five or more dwelling units within a single structure. The director shall develop and maintain architectural and decorative accent guidelines which shall be applicable to residences containing five or more dwelling units within a single structure.

- Restaurants, excluding drive-through facilities, limited to 5,000 square feet in gross floor area and located on corner lots, and which may be extended to an immediately adjacent lot.

- Restaurants, incidental, and incidental commercial service concessions offering newspapers, tobacco, notions, grocery, and similar items in apartment house developments, provided that at least 50 percent of the developed area is devoted to residential use. The floor space of any outdoor dining area shall be included in the calculation of developed area.

iii. Prohibited uses. The following uses shall be prohibited:

- Airports.
- Cemeteries.
- Earth stations.
- Electric distribution substations.
- Explosives storage.
- Gas metering and control stations, public utility.
- Heliports.
- Helistops.
- Landing strips.
- Oil wells.
- Radio and television stations and towers.
- Sewage treatment plants.
- Subsurface mining operations.
- Water reservoirs.

b. Development standards. The development standards set forth in subsection C.1.b of this Section 22.44.450 shall apply.

3. Zone C-2 (Neighborhood Commercial Zone).

a. Uses.

i. Additional uses subject to director's review. In addition to the uses listed in Section 22.28.150, if site plans are first submitted to and approved by the director, parcels in zone C-2 may be used for:

- Newsstands.

ii. Additional uses subject to permit. Provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone C-2 may be used for the following:

(A). Any use listed as a use subject to permit in subsections C.1.a and C.1.c of Section 22.44.430.

(B). The following additional uses:

- Automobile repair and installation, when incidental to the sale of new automobiles, automobile service stations, and automobile supply stores;

- Automobile supply stores.

- Automobile washing, waxing, and polishing, when incidental to the sale of new automobiles and automobile service stations.

- Trailer rentals, box and utility only,
accessory to automobile service stations.

- b. Development standards.

- i. Setbacks. Structures shall be constructed on a front property line, except that they may be constructed up to ten feet back from the front property line if one or more of the following is located within the setback area:

- (A). The amenities listed in subsection C.2.b of Section 22.44.430; and

- (B). Leisure areas, open, with benches and other street furniture appropriate for relaxing and eating.

- 4. Zone C-3 (Unlimited Commercial Zone).

- a. Additional uses subject to permit. In addition to the uses subject to permit listed in Section 22.28.210, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone C-3 may be used for the following:

- Automobile body and fender repair and painting and upholstery, when incidental to new automobile sales.

- Boat repair, minor repairs incidental to the sale of boats.

- b. Development standards.

- i. Height limits.

(A). Mixed-Use (commercial/residential) buildings in which residential portions constitute less than 33 percent of all floor area shall be restricted to a height of 35 feet above grade, excluding chimneys and roof antennas.

(B). Mixed-use (commercial/residential) buildings in which residential portions constitute at least 33 percent of all floor area may be constructed to a maximum of 45 feet in height, excluding chimneys and roof antennas.

ii. Setbacks. Structures shall be constructed on a front property line, except that they may be constructed up to ten feet back from the front property line if one or more of the following is located within the setback area:

(A). Those amenities listed in subsection D.2.b of Section 22.44.430; or

(B). Leisure areas, open, with benches and other street furniture appropriate for relaxation and eating.

D. Development standards applicable in individual Green Line Transit Oriented Districts.

1. Vermont Station Transit Oriented District.

a. Reserved.

2. Hawthorne Station Transit Oriented District.

a. Reserved.

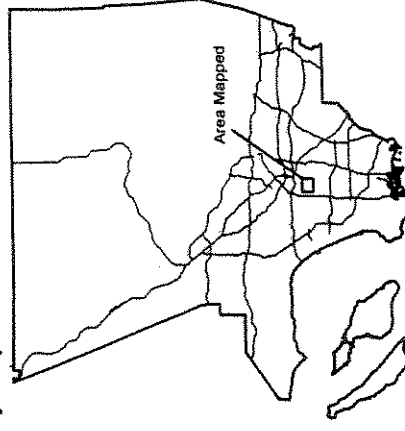
[TODOrdinancePG]

**Boundary of the Slauson Station
Blue Line
Transit Orientated District**

Legend:

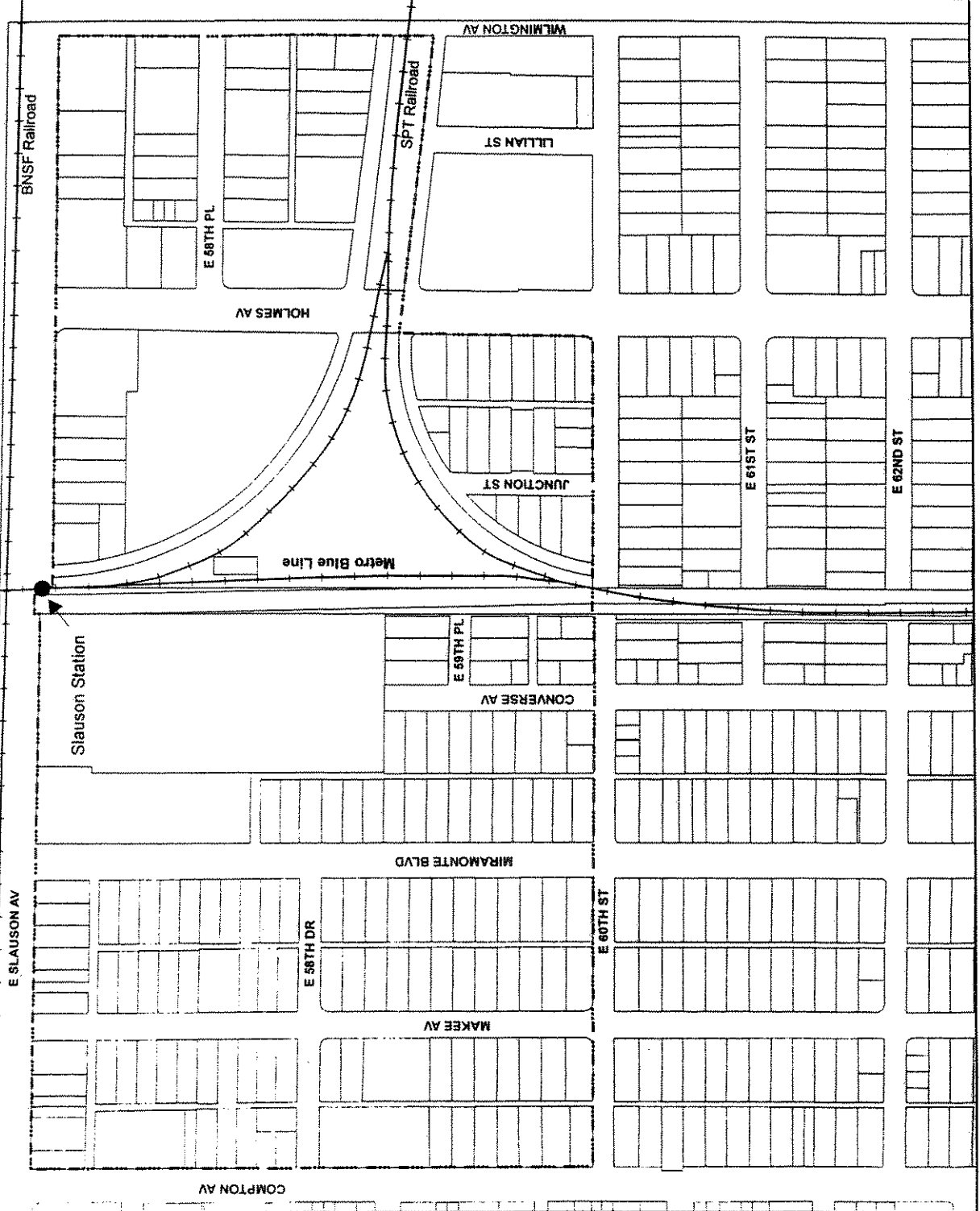
- Blue Line Station
- +— Railroad
- Unincorporated Area Parcels
- - - Slauson Station TOD Boundary

Key Map:



Los Angeles County
Department of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012

City of Los Angeles

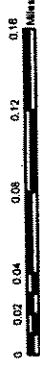
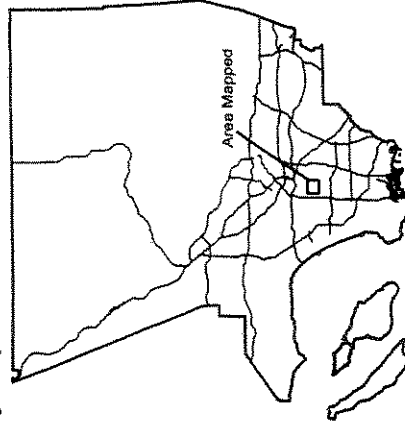


Boundary of the Florence Station Blue Line Transit Orientated District

Legend:

- Blue Line Station
- +— Railroad
- Unincorporated Area Parcels
- Florence Station TOD Boundary

Key Map:



Los Angeles County
Department of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012



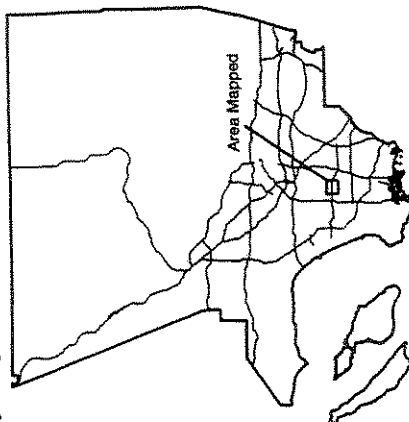
Los Angeles County
Department of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012

Boundary of the Imperial Station Blue Line Transit Orientated District

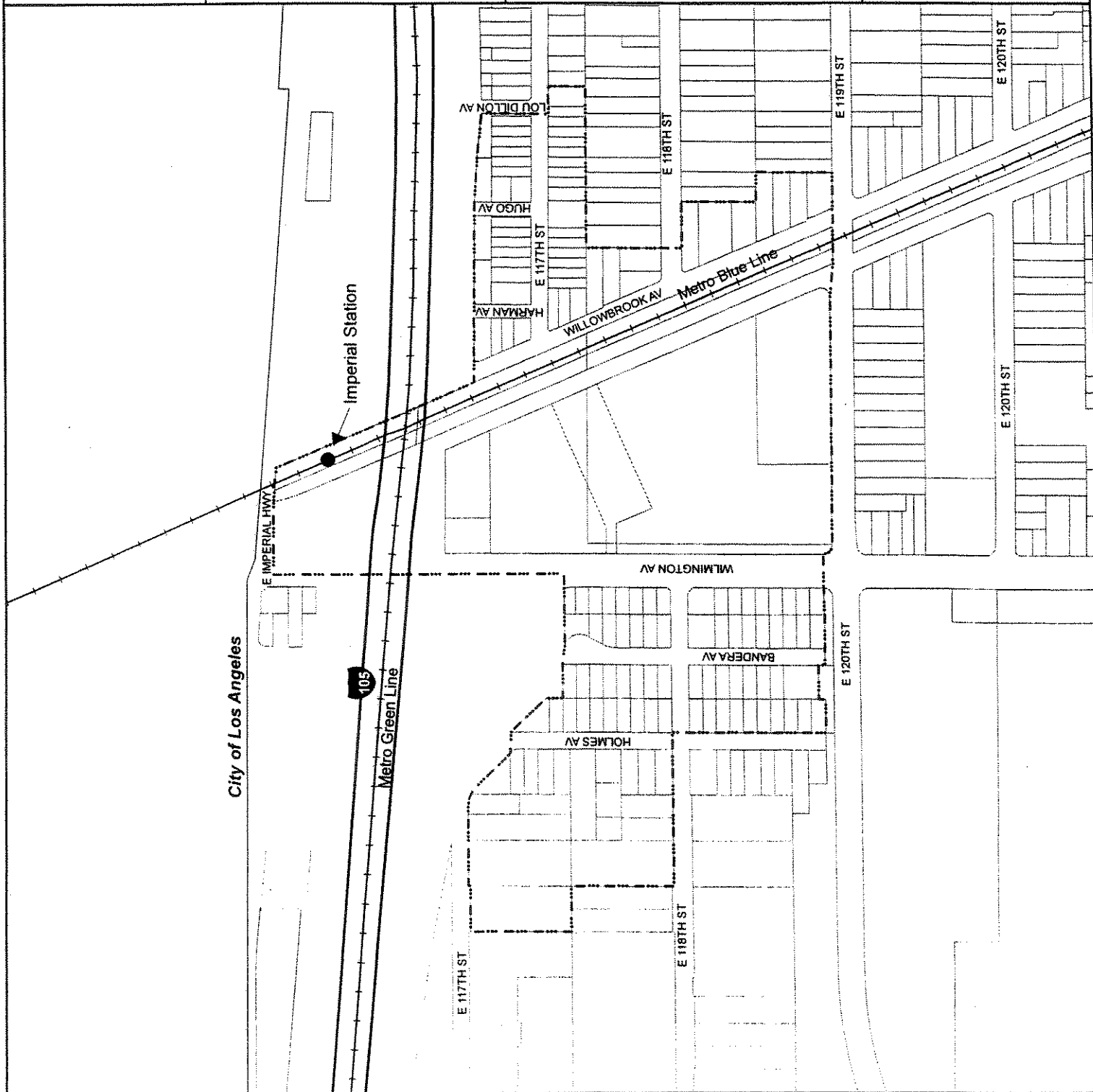
Legend:

- Blue Line Station
- Freeways
- Railroad
- Unincorporated Parcels
- Imperial Station TOD Boundary

Key Map:



Los Angeles County
Department of Regional Planning
320 W. Temple St
Los Angeles, CA 90012

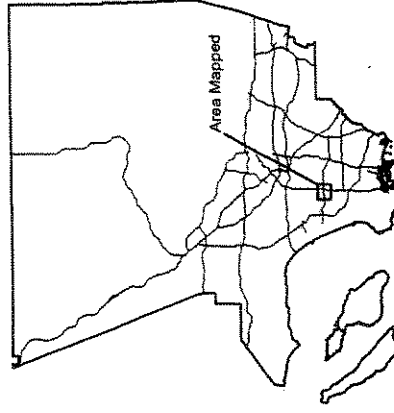


Boundary of the Vermont Station Green Line Transit Orientated District

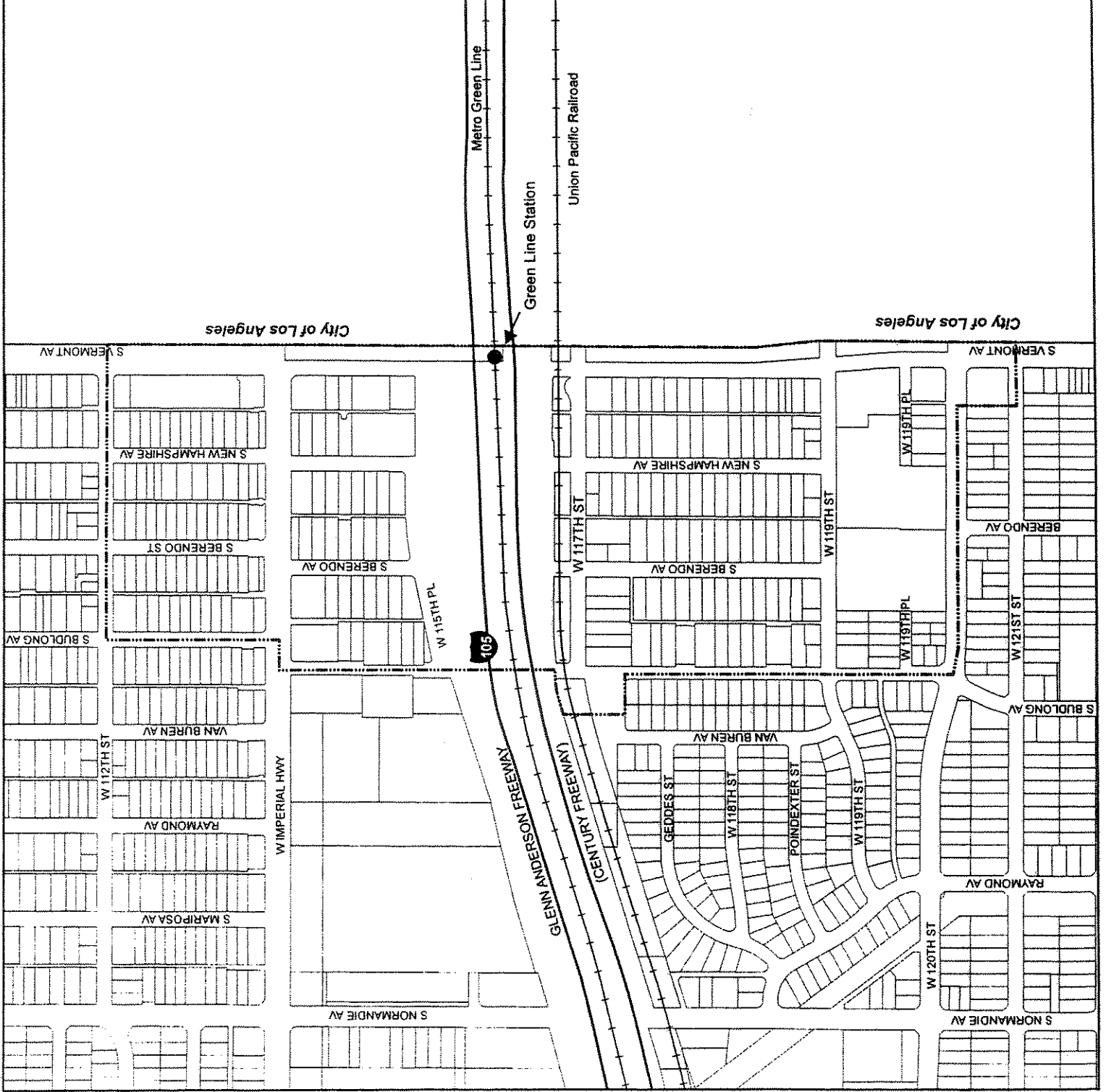
Legend:

- Freeway
- Green Line Station
- +— Railroad
- Unincorporated Area Parcels
- Vermont Station TOD Boundary

Key Map:



Los Angeles County
Department of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012

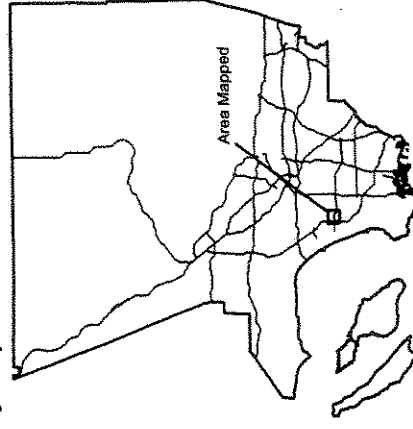


Boundary of the Hawthorne Station Green Line Transit Orientated District

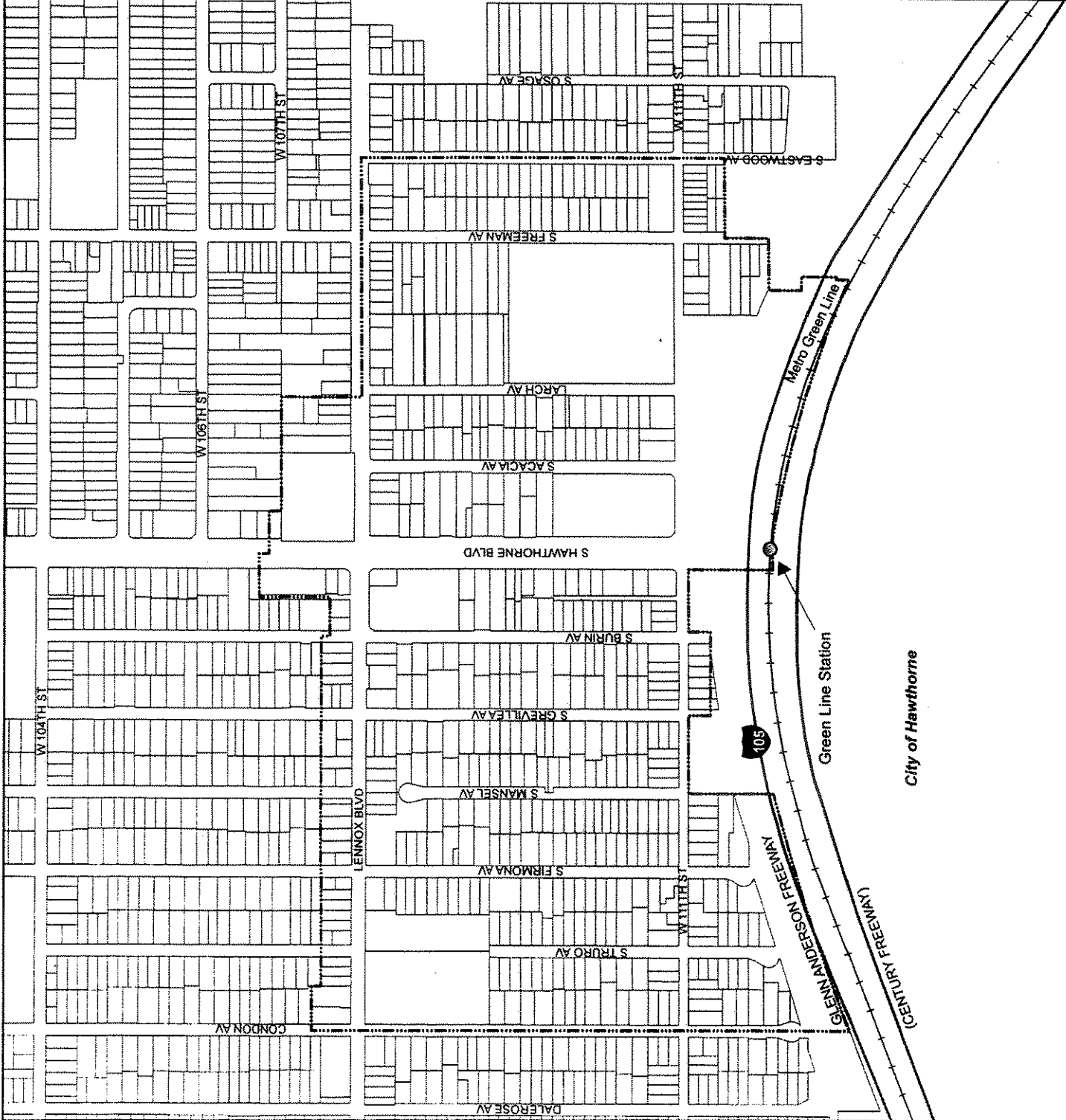
Legend:

- Freeways
- Green Line Station
- +— Railroad
- Unincorporated Area Parcels
- Hawthorne Station TOD Boundary

Key Map:



Los Angeles County
Department of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012



ZONING CASE NO. 00-22-(2)

ORDINANCE NO. _____

An ordinance amending Section 22.16.230 of Title 22 - Planning and Zoning of the Los Angeles County Code, changing regulations for the execution of the General Plan, relating to Lennox Zoned District No. 63 and West Athens-Westmont Zoned District No. 128.

The Board of Supervisors of the County of Los Angeles ordains as follows:

SECTION 1. Section 22.16.230 of the County Code is amended by amending the maps of the Lennox Zoned District No. 63 and West Athens-Westmont Zoned District No. 128, as shown on the maps attached hereto.

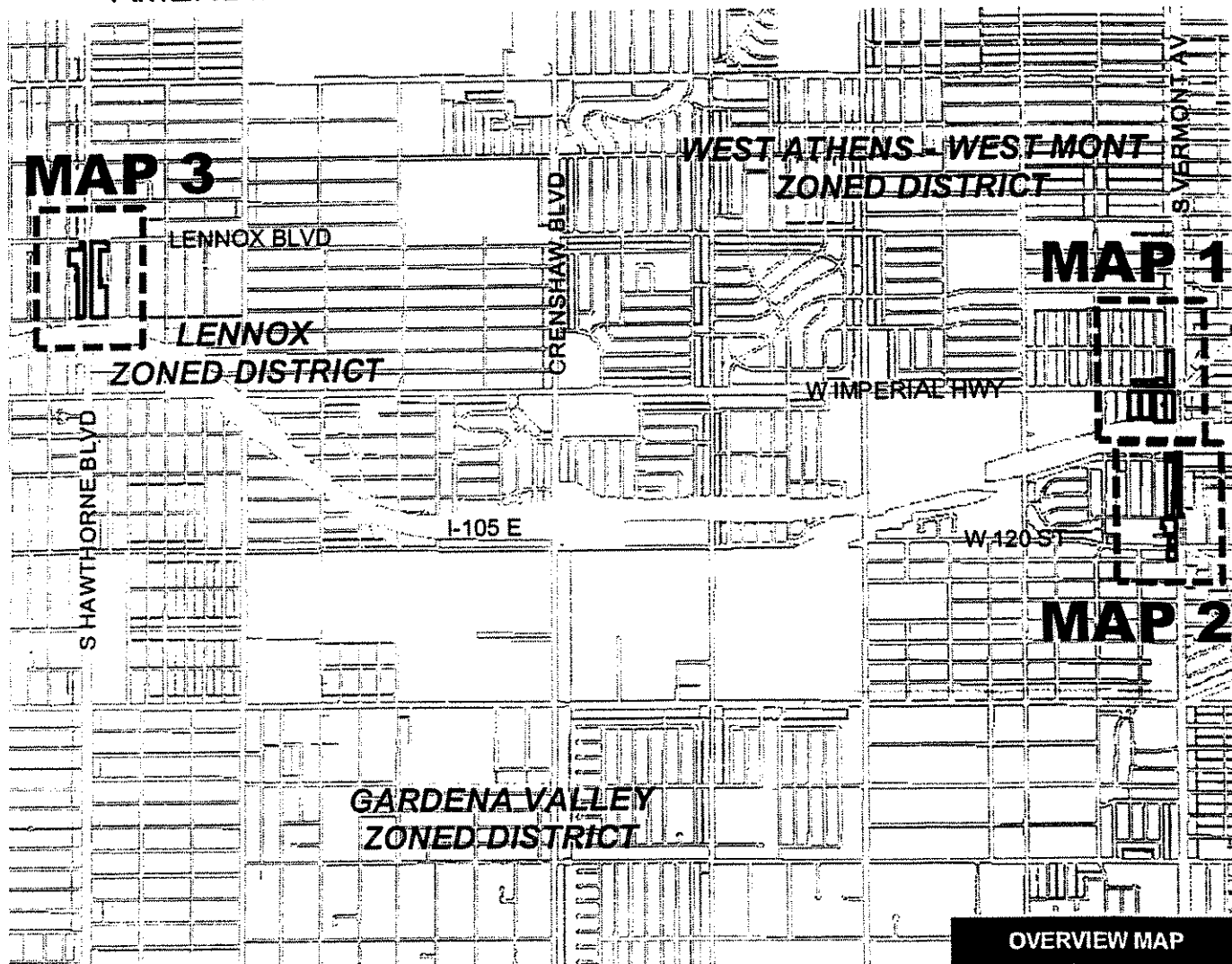
SECTION 2. The Board of Supervisors finds that this ordinance is consistent with the General Plan of the County of Los Angeles.

CHANGE OF PRECISE PLAN
LENNOX ZONED DISTRICT
WEST ATHENS - WESTMONT ZONED DISTRICT
ADOPTED BY ORDINANCE: _____

ON: _____

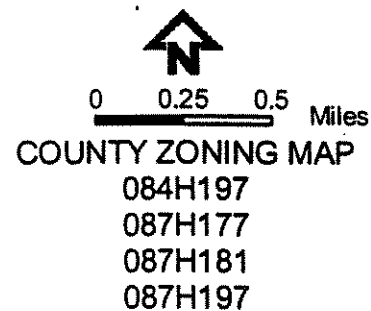
ZONING CASE: ZC 00-22(2)

AMENDING SECTION: 22. 16. 230 OF THE COUNTY CODE



LEGAL DESCRIPTION:

POR. OF SEC. 12 T03S R13W
POR. OF SEC. 1 T03S R14W
POR. OF SEC. 4 T03S R14W
POR. OF SEC. 12 T03S R14W



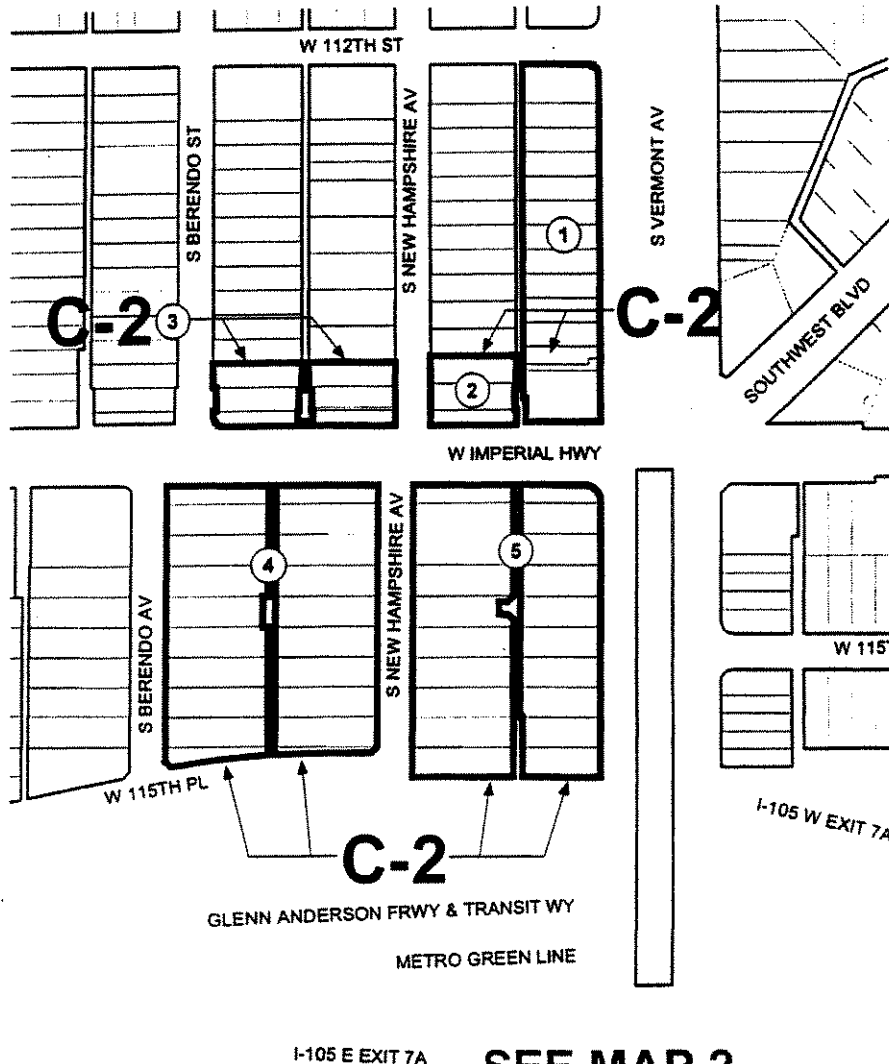
THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
LESLIE G. BELLAMY CHAIR
JAMES E. HARTL PLANNING DIRECTOR

CHANGE OF PRECISE PLAN
WEST ATHENS - WESTMONT ZONED DISTRICT
ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: ZC 00-22(2)

AMENDING SECTION: 22. 16. 230 OF THE COUNTY CODE



SEE MAP 2

LEGAL DESCRIPTION:

POR. OF SEC. 1 AND POR. OF SEC. 12 T03S R14W

- ① LOTS 11 AND 20 OF CORINTH HEIGHTS TRACT RECORDED IN M.B. 11-36, AND LOTS 5 TO 16 OF TRACT 2573, RECORDED IN M.B. 27-5
- ② LOTS 17 TO 19 OF TRACT 2573, RECORDED IN M.B. 27-5
- ③ LOTS 56 TO 61 OF TRACT 2573, RECORDED IN M.B. 27-5
- ④ LOTS 42 TO 49, LOT 104 TO 111 OF AMENDED MAP OF ATHEN HEIGHTS, RECORDED IN M.B. 9-170, THAT POR. OF LOTS 50 AND 103 OF THE SAID TRACT LYING NORTHERLY OF NORTH LINE OF RIGHT OF WAY OF 115TH PL, AND THE SOUTH 30.2 FEET OF LOTS 41 AND 112, MEASURED AT RIGHT ANGLES TO THE NORTH LINE OF SAID LOTS.
- ⑤ LOTS 114 TO 122, LOTS 183 TO 191 OF AMENDED MAP OF ATHEN HEIGHTS, RECORDED IN M.B. 9-170 AND THE SOUTH 30.1 FEET OF LOT 113 AND LOT 192, MEASURED AT RIGHT ANGLES TO THE NORTH LINE OF SAID LOTS.

DIGITAL DESCRIPTION: ZC01ZD_WEST_ATHENS_WESTMONT

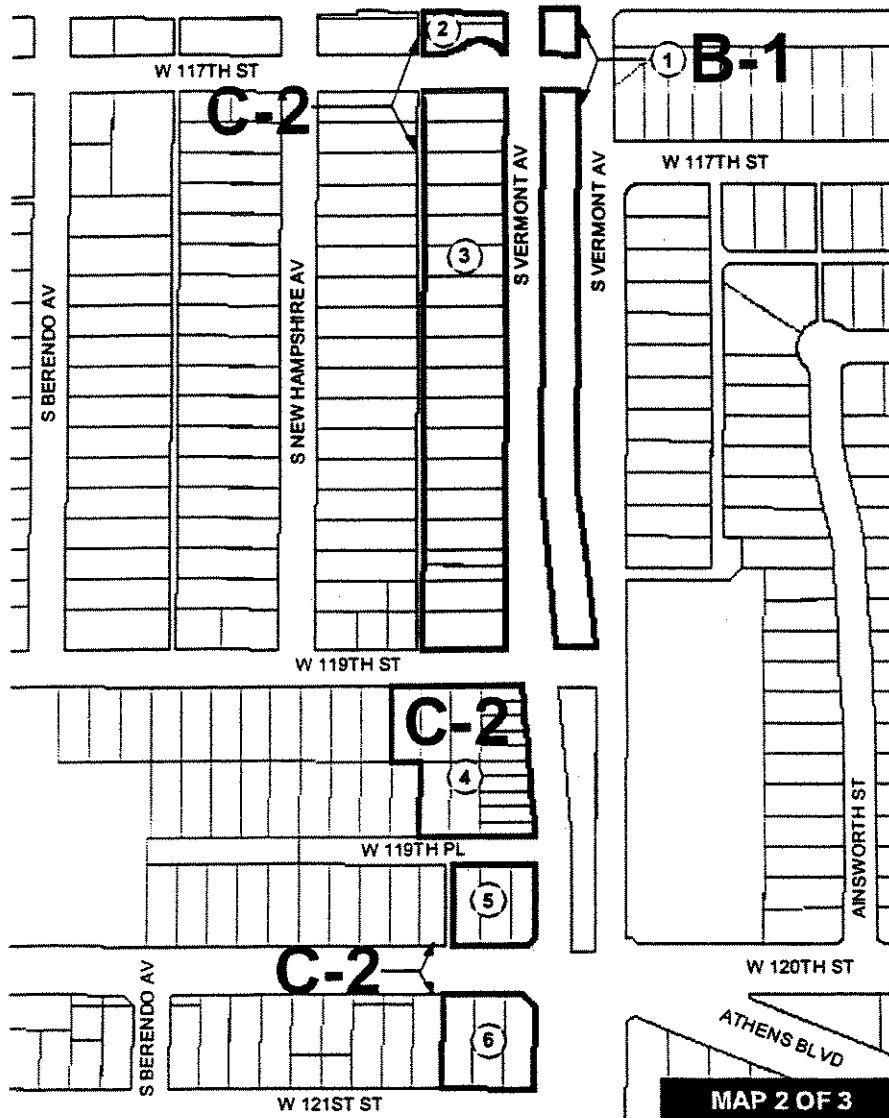
THE REGIONAL PLANNING COMMISSION

COUNTY OF LOS ANGELES

LESLIE G. BELLAMY CHAIR

JAMES E. HARTI PLANNING DIRECTOR

CHANGE OF PRECISE PLAN
WEST ATHENS - WESTMONT ZONED DISTRICT
ADOPTED BY ORDINANCE: _____
ON: _____
ZONING CASE: ZC 00-22(2)
AMENDING SECTION: 22. 16. 230 OF THE COUNTY CODE



LEGAL DESCRIPTION: POR. OF SEC. 12 T03S R14W
 AND POR. OF SEC. 12 T03S R13W

- ①—POR. OF NE 1/4 OF SEC. 12 T03S R14W, THE EXISTING M-3 ZONE AREA DESCRIBED IN THE COUNTY ZONING MAP 084H197
- ②—POR. OF LOT 171 OF AMENDED MAP OF ATHEN HEIGHTS RECORDED IN M.B. 9-170 LYING NORTHERLY OF NORTH LINE OF RIGHT OF WAY OF 117TH ST AND THE SOUTH 20.29 FEET OF LOT 171 OF THE SAID TRACT
- ③—LOTS 153 TO 170 OF AMENDED MAP OF ATHEN HEIGHTS RECORDED IN M.B. 9-170
- ④—POR. OF LOTS 1 TO 10 OF TRACT 3214, RECORDED IN M.B. 13-151 LYING WESTERLY OF WEST LINE OF RIGHT OF WAY OF VERMONT AVE AND LOTS 39 & 40, AND LOTS 3 TO 5 OF TRACT 25 RECORDED IN M.B. 29-91
- ⑤—LOTS 43 TO 45 OF TRACT 25, RECORDED IN M.B. 13-151
- ⑥—LOTS 86 TO 88 OF TRACT 25, RECORDED IN M.B. 13-151

DIGITAL DESCRIPTION: ZC02D_WEST_ATHENS_WESTMONT

THE REGIONAL PLANNING COMMISSION
 COUNTY OF LOS ANGELES
 LESLIE G. BELLAMY CHAIR

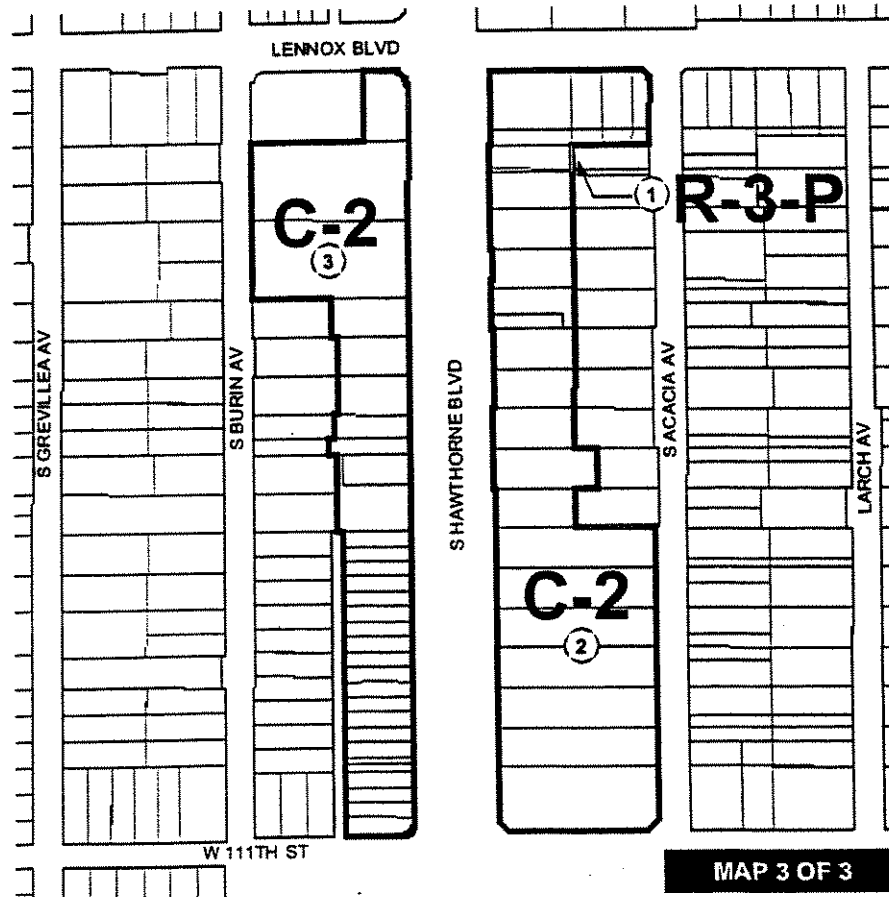
CHANGE OF PRECISE PLAN
LENNOX ZONED DISTRICT

ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: ZC 00-22(2)

AMENDING SECTION: 22. 16. 230 OF THE COUNTY CODE



LEGAL DESCRIPTION:

POR. OF SEC. 4 T03S R14W

- (1) —THE WEST 4' OF EAST 132.15' OF SOUTH 39' OF LOT 2 OF HAWTHORNE ACRES, RECORDED IN M.B. 9-128 AND THE WEST 4' OF EAST 132.15' OF NORTH 11' OF LOT 3, SAID DISTANCES TO BE MEASURED ALONG EACH LINE OF THE LOTS RESPECTIVELY
- (2) —LOT 1 AND POR. OF LOTS 2 TO 9 OF HAWTHORNE ACRES, RECORDED IN M.B. 9-128, EXCEPT THE PROPOSED R-3-P ZONE AREA IN THIS ORDINANCE AND THE EXISTING R-3-P ZONE AREA, DESCRIBED IN ORD. 12066, ADOPTED ON DEC. 11, 1979, THE WEST 172.63' OF LOT 10, THE WEST 132.62' OF LOT 11, MEASURED AT RIGHT ANGLES TO THE WEST LINE OF SAID LOTS, AND LOTS 12 TO 18 OF THE SAID TRACT
- (3) —POR. OF LOT 10 OF TRACT 287, RECORDED IN M.B. 14-82, THE EXISTING C-3 ZONE AREA, DESCRIBED IN ORD. 7073, ADOPTED ON DEC. 26, 1956, LOT 8, LOT 9, THE EAST 129.36' OF NORTH 64.45' OF LOT 7, THE EAST 119.35' OF SOUTH 64.45' OF LOT 7, THE EAST 126.92' OF NORTH 102.9' OF LOT 6, THE EAST 134.47' OF SOUTH 26' OF LOT 6, SAID DISTANCES TO BE MEASURED ALONG EACH LINE OF THE LOTS RESPECTIVELY, THE EAST 119.35' OF LOT 5, MEASURED AT RIGHT ANGLES TO THE EAST LINE OF SAID LOT AND LOTS 1 TO 20 OF TRACT 7262, RECORDED IN M.B. 73-29-30

0 100 200
Feet

COUNTY ZONING MAP
087H177 087H181

DIGITAL DESCRIPTION: ZC0ZD_LENNOX

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
LESLIE G. BELLAMY CHAIR

**DRAFT GREEN LINE
TRANSIT-ORIENTED DISTRICTS
LAND USE, HOUSING AND ECONOMIC
DEVELOPMENT STRATEGY REPORT**

**DEVELOPED BY THE MEMBERS
OF THE GREEN LINE TRANSIT-ORIENTED DISTRICTS
ADVISORY COMMITTEE
WITH SUPPORT FROM
THE STAFF OF THE LOS ANGELES COUNTY
DEPARTMENT OF REGIONAL PLANNING**

FEBRUARY 3, 2000

DRAFT GREEN LINE TRANSIT-ORIENTED DISTRICTS
LAND USE, HOUSING AND ECONOMIC
DEVELOPMENT STRATEGY REPORT

TABLE OF CONTENTS

I.	INTRODUCTION	Page 1
II.	VISION STATEMENT	Page 2
III.	LAND USE	Page 3
IV.	HOUSING	Page 13
V.	ECONOMIC DEVELOPMENT	Page 17

MEMBERS OF THE GREEN LINE TRANSIT ORIENTED DISTRICTS ADVISORY COMMITTEE

Representing Lennox:

James Wallace, Chairman

Maria Verduzco

Hector Carrio

Mary Agnes Ramirez

Maria Perez

Bill Copen

Saul Rodriguez

Sergio Paz

Representing West Athens:

Jackie Nelson, Vice Chairperson

Henry Porter

Dr. Gregory Burks

Dr. Lawrence Jarman

William Flynn

Orlo VanDuvall

Representing the Los Angeles County Department of Regional Planning:

Pamela Holt, Administrator, Advance Planning Division

Sorin Alexanian, Section Head, Community Studies I

Leonard Erlanger, Principal Regional Planning Assistant & Project Manager

Harriet Lang, Regional Planning Assistant II

Fiona Schneider, Regional Planning Assistant II

Our special thanks to Julia Orozco, Doris LaCour and Anna Soto of Supervisor Burke's office for their support of the Green Line T.O.D. program and attendance at Advisory Committee Meetings.

DRAFT LAND USE, HOUSING AND ECONOMIC DEVELOPMENT STRATEGIES FOR THE GREEN LINE TRANSIT ORIENTED DISTRICT STUDY

I. INTRODUCTION

In early 1998, the Department of Regional Planning embarked on a program to develop and implement Transit Oriented Districts surrounding two Green Line Stations in the unincorporated communities of West Athens and Lennox. The project areas include all land within approximately one-quarter mile of the Vermont Avenue and Hawthorne Boulevard Green Line stations.

Transit Oriented Districts (T.O.D.s) are plans which encourage transit and pedestrian supportive development which include mixed uses, pedestrian orientated design standards, and improved pedestrian access to transit facilities. The goals of the Green Line T.O.D. program are first to achieve an overall reduction in congestion through increased rail and transit ridership and decreased dependence on the automobile; and second, to revitalize the neighborhoods around the transit stations.

The first product of the T.O.D. program is the Land Use, Housing, and Economic Development Strategy Report. This report was developed in conjunction with the Green Line T.O.D. Advisory Committee. Committee members were representative of the West Athens and Lennox communities. These representatives live, work, and/or are affiliated with community serving organizations in these neighborhoods. Staff and the Committee worked together at several meetings for almost a year formulating land use and economic development strategies for the two station areas. In addition, the report includes an overall vision, goals and objectives for the future improvement of the station areas. A broad range of development issues are also addressed.

The Land Use and Economic Development Strategy Report forms both the theoretical and concrete basis for the implementation of the T.O.D. program. The specific implementation tools are the Green Line T.O.D. Ordinance and the Zoning maps that accompany the Ordinance. The Green Line T.O.D. Ordinance and related maps translate the strategies in the Strategy Report into specific and detailed zoning laws that will guide development in the T.O.D. areas.

The Zoning Ordinance revisions constitute the first step in the implementation of the Green Line strategies. While the strategy statements will also include additional long-term regulatory objectives and incentives, it must be stressed that many of these strategies will require the voluntary cooperation of numerous public and private participants over the long term. This Strategy Report is offered within this context of short-term adoption of specific zoning provisions which will be implemented by the Department of Regional Planning, and other longer term regulatory proposals which may be implemented on a voluntary basis by the broad range of other public and private participants cited in the strategies.

II. VISION STATEMENT

The recent construction of the Green Line Light Rail System and its Vermont Avenue and Hawthorne Boulevard stations have provided the West Athens and Lennox communities with unique opportunities to help revitalize local neighborhoods, and to generate increased transit ridership. Toward these goals, the Green Line Transit Oriented District Advisory Committee and the County of Los Angeles Department of Regional Planning have initiated the Green Line T.O.D. Land Use, Housing, and Economic Development Strategy Report and the Green Line T.O.D. Ordinance.

The strategies, zoning designations, and development standards in these documents will support commercial land uses, circulation systems, open spaces and public facilities which promote transit use, pedestrian activity and community revitalization. These provisions also support a variety of affordable housing types, and a safe and clean neighborhood environment. By supporting these objectives, we are encouraging the development of a more vibrant, safe, attractive, neighborhood-serving, pedestrian-oriented and transit-oriented environment. Ultimately, these objectives are aimed at revitalizing our neighborhoods, increasing transit-ridership, and improving the sense of community in the West Athens and Lennox Transit Oriented Districts.

III. LAND USE

Goals:

- *Appropriate land uses and densities which create vibrant, revitalized, safe, and viable pedestrian-oriented, and transit-oriented districts.*
- *Development standards which contribute to a pedestrian scale and the physical and esthetic improvement of properties in order to enhance the appearance, function and neighborhood pride.*
- *A sense of place and a sense of community by promoting forums for civic and inter-personal interaction.*
- *Street and walkway design and improvements, and circulation patterns which will promote pedestrian orientation and transit use.*
- *Design and development which is uniquely appropriate for each station.*
- *An attractive system of streets and pedestrian areas to support development and improvements.*

Issue A: Inappropriate land uses in the Green Line T.O.D. areas.

Much of the commercial portion of the study area is composed of auto sales lots, automotive repair uses, excess rail land, and underutilized and vacant parcels. These uses do not promote a pedestrian or transit orientation or neighborhood vitality, and are generally inconsistent with T.O.D. goals. Rather, land uses which are encouraged in the Green Line T.O.D.s include moderate density residential developments, neighborhood-serving and transit-serving commercial uses, mixed use commercial/residential developments, small pocket parks and transit facilities. The following strategies can help facilitate development of appropriate land uses in the T.O.D. study areas.

Strategies:

1. Process amendments to the General Plan, community plans, and the Zoning Ordinance which:
 - Promote desirable and consistent uses in T.O.D. areas.
 - Promote commercial uses which are uniquely neighborhood-serving, pedestrian-oriented, and transit-oriented adjacent to Green Line stations and throughout the T.O.D. areas.
 - Create disincentives for the continuation of undesirable land uses within T.O.D. areas.
 - Allow appropriate uses without a discretionary permit and/or public hearing.
 - Allow uses with a director's review which are neighborhood-oriented, but may also have potential compatibility problems.
 - Require a conditional use permit for commercial uses that are not predominantly locally serving and pedestrian-oriented; and for which potential land use compatibility problems can be foreseen.
 - Require a conditional use permit for intrusive uses such as utilities facilities, resource mining, and cemeteries.
 - Promote mixed-use structures in commercial zones which encourage walking from residences to shops and from residences to the mass transit system.
 - Promote a mix of residential and commercial uses by limiting retail commercial uses to the ground floor of mixed-use structures in commercial zones.
 - Encourage outdoor dining.
 - Establish appropriate height and floor area ratio incentives for mixed-use commercial combined with residential projects in the C-3 (Unlimited Commercial) zone.
 - Promote in-fill development, consolidation, and better use of underutilized lots.
2. Develop a list of needed/desirable land uses to be encouraged in T.O.D. areas to serve the local community.

3. Contact owners of non-pedestrian-oriented, non-transit-oriented, and non-locally serving businesses to discuss possible interest in relocating and/or moving their businesses.
4. Ascertain whether a relocation assistance program would encourage inappropriate businesses to move.
5. Assist in moving undesirable activities, and in the marketing of vacant property.
6. Encourage pedestrian-generating uses at the ground floor levels of commercial and mixed-use buildings to stimulate activity in the areas around the transit stations.
7. As an incentive for locating within the T.O.D.s, reduce parking requirements for a limited number of predominantly pedestrian-oriented commercial uses in commercial zones.

Issue B. Long-term property ownership without maintenance/improvements.

Some properties and structures experience many years of deterioration due to lack of maintenance by the property owner or manager. Unmaintained property and structures contribute to aesthetic and economic degeneration. The ultimate result of such degeneration is an unsafe neighborhood environment which is not pedestrian friendly and which discourages new development and investment. These strategies can encourage proper property maintenance and upkeep.

Strategies:

8. Support low interest loans and other incentives for ongoing maintenance and improvements.
9. Tie authorizations for new development and intensification of uses to requirements for property maintenance and upkeep.
10. Encourage the establishment of both volunteer and privately funded, citizen-based neighborhood beautification programs.
11. Establish and expand existing concentrated zoning, building and health code enforcement programs.
12. Require property owners to remove graffiti in a timely manner, and encourage painting with graffiti-resistant paints.
13. Explore the feasibility for initiating revitalization programs for facade improvements.
14. Encourage the ongoing availability of financing opportunities for the rehabilitation of residential and commercial properties.

Issue C. Low residential densities surround the Green Line transit stations.

Low density residential development dominates much of the study area, but exclusively low density development is not desirable within a T.O.D. A mix of residential densities, including some moderate density multiple-family developments, better promotes transit usage, a pedestrian orientation, and a solid customer base for neighborhood retail. The following strategies are methods which can be used to encourage increased residential density while maintaining or improving neighborhood quality, and achieving T.O.D. goals.

Strategies:

15. Adopt appropriate changes to the Zoning Code which:

- Encourage the development and expedite the approval of residential projects conforming to the densities permitted in T.O.D. plans.
- Provide opportunities for slightly higher residential densities in areas immediately adjacent to the T.O.D. transit stations.
- Allow senior citizen second units on single-family lots.
- Promote new mixed use residential/commercial development in commercial areas.
- Provide for height limit and floor area ratio incentives for mixed-use (combining residential and commercial) projects in commercial zones.
- Provide for density bonuses for the provision of affordable and senior citizen housing.
- Provide for density bonuses for the consolidation of underutilized lots in the development of multiple family residential projects.
- Provide for density bonuses for the development of in-fill multiple family residential projects.

16. Promote the provision of financing opportunities for the construction of second dwelling units.

Issue D. No land use, design, or aesthetic relationship between the Green Line transit stations and adjacent development.

Areas surrounding transit stations should be pedestrian-friendly and aesthetically pleasing. It will be more difficult to achieve these goals given the location of the stations within the median of the vast right-of-way which constitutes the 105 Century Freeway. Additionally, the land uses around the station study areas do not make the most productive use of this very important space. Examples of inefficient uses immediately adjacent to the station include vast storage areas, immense empty parking lots, physical barriers to pedestrian access, and other non-transit friendly and non-pedestrian friendly land uses. However, some things can be done in the areas surrounding the transit stations to provide a transition into the community. These include encouraging small, pedestrian-oriented retail and eating establishments, mixed-use developments and

offices which will establish the tone for the community as a transit-oriented neighborhood. The key is to provide numerous pedestrian walkways and connections from the transit station to and from adjacent land uses, and from one land use and development to another.

Strategies:

17. Develop zoning and design standards which:
 - Promote identifiable neighborhood transitions from transit station to commercial areas to multiple family residential areas.
 - Promote transitional uses and encourage their implementation adjacent to transit stops.
18. Encourage the involvement of MTA with the implementation of transitional uses proximate to the transit stations.
19. Promote mixed-use structures in commercial zones which encourage walking from residences to shops and from residences to mass transit facilities.
20. Encourage pedestrian-generating uses at the ground-floor levels of both single- and multi-story commercial buildings to stimulate activity in the areas surrounding the transit stations.

Issue E. Unsafe living and working environments.

Places which are not safe to live or work certainly are not safe for pedestrians. One important component is the inclusion of transit-oriented districts is to include a combination of land use/design elements (lighted walkways, shorter walls and landscaping, mixed use projects) and police components (neighborhood watch, community policing, etc.) to increase overall neighborhood safety.

Strategies:

21. Develop “defensible space” design standards which contribute to perceived and actual safety.
22. Explore the feasibility of integrating police facilities, such as substations and overnight-parked police vehicles with T.O.D. development.
23. Establish and expand neighborhood watch programs.
24. Develop more heavily utilized activity nodes, including 24-hour commercial uses as part of T.O.D.s to deter criminal activity.
25. Provide for senior citizen developments which can help deter crime by ensuring a daytime presence in residential areas.

26. Improve physical development standards for street lighting and other safety-related streetscape improvements.
27. Pursue funding to increase staffing of Sheriff substations.
28. Support the existing Target Committee and Community-Oriented Policing Team (COPs) programs and encourage the expansion of both programs.
29. Support plans for expansion of existing sheriff's facilities in Lennox, and encourage the construction of an additional sheriff's station in West Athens.
30. Support the continued communication between the Sheriff's Department and the community that is presently fostered by the West Athens and Lennox Sheriff's Advisory Committees.
31. Support increased policing and security at Green Line transit stations and park-and-ride lots.

Issue F. Unsightly and unkempt appearance of properties and structures.

Unsightly properties contribute to a downturn of neighborhoods. Overgrown landscaping, garbage left in vacant lots, graffiti left on walls and unsightly structures all detract from neighborhood quality and vibrance, and make streets unfriendly to pedestrians. The following are a number of possible solutions to this issue, some directed at the property owner and others at the neighborhood in general.

Strategies:

32. Establish incentives for ongoing maintenance and aesthetic improvements of properties and structures.
33. Tie authorizations for new development and intensification of uses to requirements for property maintenance and upkeep.
34. Create community beautification programs, both volunteer and privately-funded.
35. Contact property owners and solicit their cooperation in improving the appearance of their properties.
36. Pursue funding to expand existing, concentrated zoning code enforcement programs, and enforcement of health and building codes.
37. Concentrate enforcement efforts on problems such as the accumulation of trash and junk materials; illegal window advertising, billboards, free-standing signs, and roof signs; inoperative vehicles; dangerously overgrown weeds, and other nuisances.
38. Support the imposition of financial penalties for zoning violations which generate income for the violator (such as illegal garage conversions into rental units) which are not rectified in a timely manner.

39. Support the existing Nuisance Abatement Team in its efforts to eliminate nuisances, and coordinate code enforcement and law enforcement activities in the T.O.D.s.
40. Promote neighborhood pride/cleanup/reach-out programs.
41. Explore the feasibility of establishing business improvement districts, revitalization programs and redevelopment project areas for revitalizing business districts and providing for facade, streetscape, and pedestrian-oriented improvements.
42. Support the efforts of the Watts Labor Community Action Committee and the pending establishment of the Sheriff's Department Work Details Program to eliminate graffiti from the community, and encourage the expansion of these programs.
43. Provide for clean and safe pedestrian walkways and leisure areas.
44. Require property owners to remove graffiti in a timely manner, and encourage painting with graffiti-resistant paints.

Issue G. Lack of neighborhood services, e.g. markets, pharmacies and child care centers, etc.

The Green Line T.O.D. study areas presently lack the neighborhood commercial services which would encourage walking to transit stations, and at the same time to stores, doing day to day errands and purchases. Transit-oriented districts will encourage developments which provide the daily goods and services needed by neighborhood residents and office workers. The goal is to reduce dependency on automobiles and to create a cohesive neighborhood. For these reasons it is appropriate to encourage a variety of shops and services so as to lessen the necessity for making vehicle trips out of the neighborhood for convenience items and daily needs. These developments should generally be of a scale necessary to support the neighborhood and not so large as to draw automobile traffic from outside the neighborhood or district.

Strategies:

45. Establish a list of locally serving, pedestrian-oriented and transit-oriented uses to be permitted "by-right".
46. Develop incentives to encourage the private development of a variety of commercial neighborhood services.
47. Initiate changes to General Plan/Community Plan/Zoning Ordinance to permit neighborhood service developments where they are not currently permitted.
48. Provide information about development opportunities in T.O.D.s to realtors, property owners, developers, lenders and other interested parties.

49. Accommodate small grocery stores and restaurants on and adjacent to corner lots in multiple family residential zones with project review, notice to surrounding property owners and public hearing.
50. Accommodate incidental small-scale project-serving grocery shops, snack shops and restaurants on the ground floor in multiple family developments with project review, notice to surrounding property owners and public hearing. These commercial uses must be clearly secondary to the primary residential use of the property.

Issue H. Lack of neighborhood identity, and lack of a center and public spaces for civic or cultural activities

The Green Line T.O.D. study areas lack cohesive neighborhood identity and public places needed for the community to meet, interact with one another and enjoy social functions. A community center (or “town square”) and other public spaces provide an important function in transit-oriented districts by establishing places to forge neighborhood relationships and cohesiveness. Such facilities and spaces contribute to better neighborhood relations; concentrations of persons at civic and cultural events, and at public facilities; and acts as a deterrent to crime. The developed nature of the study areas makes it difficult to create a neighborhood center, but other options do exist. For example, the community might decide to designate an existing building or area as the neighborhood center and then provide design and landscaping enhancements which help the site fulfill this role. Additionally, the community may wish to designate additional public spaces for leisure interaction.

Strategies:

51. Provide for civic and cultural facilities in the context of new development.
52. Establish required zoning and design standards which promote the provision of civic and leisure spaces in development projects.
53. Work with neighborhood representatives to determine the type of civic uses which would enhance the community.
54. Encourage the provision of useful public open spaces for eating, leisure and entertainment.
55. Promote the location of County or other public facilities in the T.O.D. areas.
56. Encourage the establishment of a community center which will promote interaction among residents and a neighborhood atmosphere.
57. Allow for community centers with administrative review in commercial zones.
58. Encourage the formation and continuing operation of business alliances and chambers of commerce in the study area.

59. Support efforts to make the citizens of T.O.D. neighborhoods aware of community issues, activities and programs.
60. Explore possibilities for County acquisition of Southern California Water Company properties on the easterly corners of Budlong Avenue and 120th Street for the development of a park.

Issue I. Circulation patterns do not support neighborhood-, pedestrian-, and transit-oriented development.

Circulation patterns should support pedestrian use of rail transit and other non-automobile transportation modes. The existing circulation patterns in the transit district areas are not pedestrian-friendly. These areas lack a clear coordination between transit modes, and amenities for pedestrian and transit users which could maximize walking, bicycling and the use of mass transit in the T.O.D. areas.

61. Promote transit stops at high-use locations such as employment centers and more dense residential areas.
62. Promote wide sidewalks and safe auto/pedestrian interfaces.
63. Promote coordination between bus and rail mass transit schedules for the convenience of multi-modal transit users.
64. Encourage the establishment of bike paths and bikeways which link major residential areas with the transit station and other modes of mass transit.
65. Explore the feasibility of establishing a tram system for convenient transportation between the transit station and major points in the community.
66. Encourage the establishment of a system of informational signs which facilitate pedestrian movement from the transit station to major points in the community.
67. Encourage the provision of more frequent Green Line transit service with additional train cars to relieve overcrowding on Green Line trains.
68. Encourage increased maintenance of Green Line transit access elevators to reduce the frequency and length of “out of order” periods.

Issue J. Lack of identity/image in station areas.

The Green Line station areas lack a recognizable identity. The creation of an identity or image within each station area contributes to that area's vitality and distinction from other station areas. The more unique an area can become, the greater the chance that area has for overall success. Station area identity, when studied and established by the area's constituents, contributes to neighborhood pride and increases the desire to take good care of streets and properties.

Strategies:

69. Encourage the development of a public art program which:
 - Utilizes public spaces for the generation and exhibition of art works by neighborhood residents and workers.
 - Contribute artistically to neighborhood aesthetics and identity.
70. Encourage each neighborhood to explore what kind of identity they would like for their area.
71. Work with MTA to determine potential for station improvements or changes in station design, signage, etc.
72. Enhance areas adjacent to transit facilities through planting, new facades, signage, etc.
73. Encourage the development of a thematic and informative sign program which links the transit stations to other important destinations and “points of pride” in the T.O.D. neighborhoods.
74. Promote streetscape elements which lend to a unique and interesting neighborhood identity.
75. Support the activities of the Southwest Community Association in West Athens, and the Lennox Coordinating Council.

IV. HOUSING

Goals:

- *A diversity of housing types with a range of densities that will provide for neighborhood needs and capably support neighborhood commerce.*
- *Development of affordable and senior housing.*
- *Improvement in the condition and aesthetics of existing housing structures and housing stock.*
- *Convenient access between residential uses, and commercial and transit services.*

Issue A. Need for affordable residential development and rehabilitation programs which contribute to a neighborhood-, pedestrian-, and transit- orientation and to neighborhood pride.

More affordable housing can increase the proportion of residential ownership over renters and the associated desire for the owner to care for the property. A neighborhood full of absentee-owned properties is less likely to succeed than one in which owners live on-site. There is less transition in neighborhoods of this type, and greater overall stability. However, the provision of affordable housing rental units also benefits the T.O.D. neighborhood by attracting transit dependent residents who will, in turn, support new community-based commercial enterprises.

Strategies:

76. Promote all sizes of living units and levels of affordability throughout new residential and mixed-use developments.
77. Develop strategies to prevent isolated, strictly low-income/affordable neighborhoods and the stigma often associated with such districts.
78. Utilize General Plan provisions, Zoning Ordinance, and Community Development Commission programs to encourage development of affordable housing.
79. Assist the Community Development Commission in developing and promoting affordable housing projects.
80. Support the continuing availability of Federal and State funding for residential construction, maintenance and rehabilitation efforts on the part of residents, landlords, and developers.
81. Identify other sources of funding for affordable residential construction, and residential maintenance and rehabilitation.
82. Encourage the ongoing establishment and implementation of housing assistance and housing rehabilitation programs.
83. Promote housing which is designed and priced for transportation-dependent seniors.
84. Establish density bonuses with director's review for the provision of affordable senior citizen housing.
85. Establish density bonuses for the consolidation of underutilized lots in the development of multiple family residential projects.
86. Establish density bonuses for the development of in-fill multiple family residential projects.
87. Promote the availability of grants for sound attenuation in residential units within the flight pattern of Los Angeles International Airport.

88. Promote the availability of the Lead-Based Paint Hazard Reduction Program whereby the Departments of Public Works and Health Services work together to identify units in need of lead-based paint abatement.

Issue B. Overcrowding.

Overcrowding in residential units creates problems such as lack of personal and familial space, and unproductive individual functioning and family interaction. Additionally, in overcrowded neighborhoods, residents experience problems such as inadequate parking, and insufficient recreation space and landscaping. All of these factors can be remedied with proper planning and design which promote more inviting neighborhoods which residents are more apt to care for and defend.

Strategies:

89. Provide additional housing at affordable rental and for-purchase rates to lessen overcrowding pressure on existing households.
90. Explore and try to relieve the causes of increasing household size.
91. Provide for moderate density multiple family developments immediately adjacent to the T.O.D. commercial core.
92. Develop ways to hold apartment owners accountable for illegal garage conversions.
93. Establish a system of inspections for illegal garage conversions in connection with new-ownership business license applications for existing apartment houses of more than four units.
94. Require useable open space and leisure areas in new residential development, and promote appropriate levels of park facilities in each community.
95. Establish residential densities for mixed use commercial structures which are comparable to those densities allowed in adjacent residential zones.
96. Establish lot coverage requirements in multiple family residential developments which ensure adequate light, air, openness, amenities, and promote creative and viable design.
97. Promote multi-family residential design and lot coverage standards which will encourage and facilitate a pedestrian-scale, pedestrian-oriented amenities, open spaces and creative design.
98. Require buffers and walls between multiple family residential developments and adjacent single family residential uses.

99. Establish landscaped buffer and appropriate daylight plane requirements for commercial uses and parking lots which are located adjacent to residential uses.
100. Establish and expand existing concentrated and targeted Code Enforcement programs.
101. Establish and implement noise and design standards which minimize the potential impacts of commercial uses on residential uses within mixed-use developments.
102. Establish parking design requirements which minimize conflicts between commercial and residential traffic among users of mixed-use projects.
103. Restrict the number of residential units allowed in individual multiple family residential structures in the absence of a conditional use permit.

Issue C. Lack of senior citizen housing.

The Green Line T.O.D. areas lack senior citizen housing developments. Senior citizens are an important part of good T.O.D. composition because T.O.D.s are well suited to their needs. Seniors are often dependent on transit, and need goods and services which are close to home. These needs can be fulfilled in well-planned T.O.D. areas that specifically provide for senior citizen housing. Additionally, the presence of seniors in a community can help support local commercial enterprises and related revitalization. Senior housing can range from granny units (a second, smaller unit on the same property) to multi-unit senior apartments.

Strategies:

104. Promote senior citizen housing in the Green Line T.O.D.'s.
105. Contact developers of senior housing to determine their level of interest in senior projects in the T.O.D. areas.
106. Establish density bonuses with director's review for the provision of senior citizen housing.
107. Initiate changes to General Plan/Community Plan/Zoning Ordinance to permit senior citizen developments where they are not currently permitted.
108. Provide for senior-friendly services and amenities within T.O.D. areas.
109. Encourage the formation of public/private partnerships for the purpose of developing senior citizen housing.

V. ECONOMIC DEVELOPMENT

Goals:

- *Availability of a range of commercial revitalization programs to the Green Line T.O.D. areas.*
- *Financial institution interaction with employers and developers (community and financial networking).*
- *Improvement in the condition and aesthetics of commercial structures.*
- *Neighborhood-, pedestrian- and transit-oriented development which generates economic activity.*
- *Convenient access to commercial uses from neighborhood residences and transit facilities.*

Issue A. Lack of financing/capital for new construction and rehabilitation.

Lack of financing for new development is a perennial problem within the study areas. There are a number of potential solutions, but most likely a combination of strategies will be needed to resolve this issue. As the following strategies are implemented, more investment potential may become available for the T.O.D. areas, which in turn, will aid in further implementation of these strategies.

Strategies:

110. Work with banks and lending institutions to make them aware of the benefits of and unique opportunities for investing in Green Line T.O.D. neighborhoods.
111. Develop a consortium of people who can assist T.O.D. businesses to obtain financing.
112. Promote pilot financing, subsidy, and incubator projects.
113. Concentrate on working with lending institutions who have expressed an interest in funding projects in T.O.D. areas.
114. Encourage the continuing establishment and operation of local, State and Federal financing programs for new commercial construction, rehabilitation and business operations.
115. Provide information to the Community Development Commission about land suitable for potential development.

116. Identify MTA owned lands in and around the T.O.D. station areas, and encourage MTA to assist in joint development projects on these lands.

Issue B. Lack of interest on the part of businesses in locating and operating in T.O.D. areas.

There is a lack of interest on the part of businesses in locating within the T.O.D. study areas. One of the most significant solutions is to educate business leaders and owners, and the lending community on the unique opportunities and benefits of T.O.D. investments. The business community must learn that T.O.D. neighborhoods are viable communities with a high quality of life. The lack of experience on the part of developers in building T.O.D. projects, and observing how successful they can be, contributes to the trepidation by lenders. References to one or two good project examples and one or two project successes can help the business community overcome the fear of locating and investing in T.O.D. developments, and can increase available financing in the T.O.D. areas.

Strategies:

117. A consortium or economic development advisory group should be formed to address the unavailability of commercial financing in the T.O.D. areas, and to promote networking between business owners and public and private financing institutions.
118. Establish development incentives which may persuade owners to establish businesses in T.O.D.s, or to relocate existing businesses to T.O.D.s.
119. Promote community awareness of the available tax incentives for businesses within the Alameda Corridor State Enterprise Zone, which includes the entirety of the West Athens Green Line T.O.D. area.
120. Encourage the establishment of an additional Enterprise Zone to include the Lennox Green Line T.O.D. area.
121. Encourage the establishment of additional sources of tax incentives to support existing and potential businesses in the West Athens and Lennox T.O.D. areas.
122. Encourage the establishment of small business micro-loan and incubation programs for businesses within the West Athens and Lennox T.O.D. areas.
123. Support existing and expanded Community Development Block Grant (CDBG) programs to aid business start-ups and operations in the T.O.D. areas.
124. Create flexible zoning requirements to stimulate both private and public investment.
125. Provide for easier case processing requirements for walking-oriented commercial and affordable housing projects.

126. Explore possibilities for local government financing of infrastructure improvements through public sector tax increment financing.
127. Explore the possibilities for local government reduction of development financing costs by creating opportunities for tax exempt financing.
128. Explore the possibilities for local government serving as guarantor of loans made to private sector developers and businesses.
129. Explore the possibilities for local government's participation as an equity partner in development projects.
130. Support organizations representing local businesses within the T.O.D.s.
131. Prepare master environmental documentation to expedite the environmental review process.
132. Encourage "by right" development for desirable land uses in lieu of discretionary processes.
133. Encourage the development of vacant or underutilized properties to uses desired by the community.
134. Produce some attractive prototypes of transit-based housing and mixed use developments which developers can mimic and learn from.
135. Promote incentives which encourage development on MTA properties and other properties adjacent to MTA stations.
136. Establish incentives for attracting new desirable business activities which would provide strategic neighborhood services, e.g. markets, pharmacies and child care.

Issue C. Lack of employment opportunities in T.O.D. areas.

Poor economic growth and modest building activity have resulted in a lack of employment opportunities in the T.O.D. areas. Good T.O.D. planning and implementation promotes an increase in a variety of employment opportunities. One of the primary goals of a T.O.D. is to develop mixed use projects and places of employment adjacent to transit stations and close to homes. Therefore, an increase in employment opportunities would be one of the many positive results of T.O.D. planning.

Strategies:

137. Consider developing a kiosk or other public information system which maintains employment listings for T.O.D. areas and areas around other transit system stations.

138. Encourage pedestrian-, transit-, and neighborhood-oriented development in T.O.D. areas so that more local employment opportunities are created by the additional office and commercial development space developed.
139. Develop employment assistance programs and promote contact between employment assistance personnel located inside and outside the T.O.D.

Issue D. Although heavily used, streets do not provide a convenient, comfortable, interesting or attractive system of routes for potential pedestrian and transit-oriented customers.

Streets should provide an inviting place for pedestrians to walk, shop and socialize by exhibiting convenient pedestrian-friendly businesses and employing good design. A pedestrian-friendly atmosphere will support commercial development and revitalization by drawing more people to shops and public areas for longer periods of time. Such an atmosphere will also encourage people to walk to transit stations rather than drive. In turn the presence of people on sidewalks and in public areas for more hours of the day will help reduce crime and make neighborhoods more lively and robust.

Strategies:

140. Provide for clean, safe and vibrant pedestrian walkways and leisure areas, and safe street designs.
141. Encourage urban tree programs near transit stations and throughout the T.O.D.s.
142. Require a landscape plan for all conditional use permit and director's review projects.
143. Establish standards for tree-planting within private projects and along streets.
144. Provide for well-lit pedestrian walkways in commercial areas.
145. Establish standards for facade design, building entrances, driveways, roofs and paving which promote pedestrian-oriented aesthetics.
146. Provide for lighting fixtures, landscaping, benches, bicycle racks, drinking fountains and other pedestrian-oriented amenities on major commercial streets.
147. Explore the feasibility of initiating revitalization programs for streetscape, facade and pedestrian improvements.
148. Apply for funding under MTA's "Call for Projects" to enhance streetscapes and make pedestrian-oriented improvements in the T.O.D.s.
149. Apply for funding under the Department of Public Works' landscaping programs to enhance streetscapes in the T.O.D.s.

150. Establish a parking requirement incentive in commercial zones for the provision of street furniture, bike racks, leisure areas and other pedestrian amenities.
151. Provide for the continued maintenance of street furniture, landscaping and other pedestrian-oriented improvements along pedestrian walkways.
152. Provide for facilitating amenities (e.g. curb-cuts, shuttles, etc.) which will increase mobility for seniors and the disabled.
153. Concentrate on enforcement efforts for blights such as illegal window advertising signs and illegal billboards.
154. Prohibit roof signs and freestanding signs due to their non-pedestrian orientation.
155. Establish appropriate standards for the design and maintenance of awnings in connection with commercial uses.
156. Encourage pedestrian-generating uses at the ground floor levels of both single- and multi-story commercial buildings to stimulate activity in the areas surrounding the transit stations.
157. Enhance pedestrian walkways by prohibiting residential uses on the ground floor of mixed-use projects in commercial zones.
158. Prohibit “drive-thru” fast food uses in the T.O.D. commercial areas.
159. Establish height limits, floor area ratios and development standards for commercial zones which promote a pedestrian-scale of development.
160. Establish design standards for commercial office space located at the ground floor level along key pedestrian ways in order to achieve pleasing and interesting facades.
161. Require recessing of each progressive story over two stories in commercially zoned developments.
162. Restrict the placement of commercial buildings to the front property line, or to a minimum front yard setback if pedestrian oriented amenities are provided by the business.
163. Encourage the use of construction materials, designs, and colors which are compatible with and complement the architectural style of structures.
164. Enhance pedestrian walkways by requiring the screening of mechanical equipment and trash receptacles of commercial and multiple family uses.
165. Prohibit the use of unsightly security fixtures and mechanisms.
166. Provide for convenient and safe pedestrian crossings in commercial areas, including adequate crossing times.

Issue E. Residents and workers in the T.O.D. do not use transit facilities.

A key component of the entire T.O.D. concept is to encourage residents and employees in the T.O.D. areas to utilize the available transit facilities more often. The incorporation of the various land use and design elements described in this report should help to encourage transit facility usage by making these facilities more convenient, safer, more functional and a more pleasant experience. Advertising the advantages of transit use will also increase ridership and support for local commercial enterprises in the T.O.D. Usage of transit facilities by residents is imperative in order for the T.O.D.s to succeed.

Strategies:

167. Promote educational programs which clearly explain the benefits of transit use to the public.
168. Promote accessibility to the transit stations from residences and workplaces in the T.O.D.s.
169. Work with employers and apartment owners to develop bulletin boards and information kiosks which promote transit use.
170. Enhance neighborhood aesthetics and safety.
171. Encourage continuing and new subsidies to reduce the cost of using transit.

COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING
320 WEST TEMPLE STREET
LOS ANGELES, CA 90012

NEGATIVE DECLARATION

PROJECT NUMBER: 00-22 (2) (Zone Changes)

DESCRIPTION: The Los Angeles County Green Line Transit Oriented District Program which consists of a series of zone changes and an ordinance setting forth regulations for new construction.

The following zone changes are being proposed: M-1 to C-2; CPD to C-2; and C-3 to C-2. The objective of the zone changes is to encourage neighborhood commercial uses in the area and also to reduce the intensity of industrial uses in order to create a more pedestrian friendly environment.

The proposed Ordinance encourages commercial uses which are more consistent with the goal of a pedestrian environment. A number of development standards such as pedestrian amenities, height limits and setbacks, and landscaping requirements are proposed to create a pedestrian environment and walkable neighborhood.

2. **LOCATION:** Lennox TOD: The boundaries of the project area are generally Lennox Boulevard on the north, South Eastwood Avenue on the east, the 105 Century Freeway on the south, and Condon Avenue on the west. West Athens TOD: The boundaries of the project area are generally 112th Street on the north, South Vermont Avenue on the east, 120th Street on the south, and South Budlong Avenue on the west. Both Transit Oriented Districts are located in the Second Supervisorial District. (See attached maps).

3. **PROPONENT:** The Regional Planning Commission of the County of Los Angeles.

4. **FINDINGS OF NO SIGNIFICANT EFFECT:**

BASED ON THE ATTACHED INITIAL STUDY, IT HAS BEEN DETERMINED THAT THE PROJECT WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.

PREPARED BY: Harriet Lang
DATE: February 3, 2000

STAFF USE ONLY

PROJECT NUMBER: 00-22 (2)

CASES: _____



***** INITIAL STUDY *****

**COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING**

GENERAL INFORMATION

I.A. Map Date: N/A

Staff Member: Harriet Lang

Thomas Guide: Pages #703 & #704

USGS Quad: Inglewood

Location: Lennox TOD: The boundaries of the project area are generally Lennox Boulevard on the north, South Eastwood Avenue on the east, the 105 Century Freeway on the south, and Condon Avenue on the west. West Athens TOD: The boundaries of the project area are generally 112th Street on the north, South Vermont Avenue on the east, 120th Street on the south, and South Budlong Avenue on the west. Both Transit Oriented Districts are located in the Second Supervisorial District. (See attached maps).

Description of Project: GREEN LINE TRANSIT ORIENTED DISTRICTS STRATEGY REPORT AND ORDINANCE--(1) Land use plan which sets long-term goals and policies for future development in the districts; (2) Zone changes which will encourage more neighborhood commercial uses and eliminate non-pedestrian-oriented uses from the major commercial thoroughfares; and (3) Design standards such as height and floor area ratio limits, and development incentives such as affordable housing density bonuses which will promote pedestrian- and transit-oriented development.

Gross Area: Lennox: 157.7 acres West Athens: 97.7 acres

Environmental Setting: The two project sites are urban areas consisting of residential commercial, and industrial uses. Their topographies are generally level.

Zoning: Various (R-1, R-2, R-3, R-3-P, C-2, C-3, CDP, M-1, M-3, & B-1)

General Plan: Low/Medium Density & Medium Density Residential; Major Commercial;
Public & Semi-Public Facilities; and Open Space.

Community/Areawide Plan: West Athens Community Plan (2-family Residential; Senior
Citizens Density Bonus; Regional Commercial; and Public and Quasi-Public Uses.

Major projects in area:

Project Number	Description & Status
N/A	

NOTE: For EIRs, above projects are not sufficient for cumulative analysis.

REVIEWING AGENCIES

Responsible Agencies

- ☒ None
- ☐ Regional Water Quality Control Board
 - ☐ Los Angeles Region
 - ☐ Lahontan Region
- ☐ Coastal Commission
- ☐ Army Corps of Engineers
- ☐ _____

Trustee Agencies

- ☒ None
- ☐ State Fish and Game
- ☐ State Parks
- ☐ _____
- ☐ _____

Special Reviewing Agencies

- ☐ None
- ☐ Santa Monica Mountains Conservancy
- ☐ National Parks
- ☐ National Forest
- ☐ Edwards Air Force Base
- ☐ Resource Conservation District of the SM Mtns.
- ☒ Cal Trans
- ☒ Union Pacific
- ☒ City of Los Angeles
- ☒ City of Hawthorne
- ☒ Metropolitan Transportation Authority

Regional Significance

- ☒ None
- ☐ SCAG Criteria
- ☐ Air Quality
- ☐ Water Resources
- ☐ Santa Monica Mtns Area

County Reviewing Agencies

- ☐ Subdivision Committee
- ☐ Public Works _____
- ☐ _____
- ☐ _____
- ☐ _____

IMPACT ANALYSIS MATRIX

IMPACT ANALYSIS MATRIX

CATEGORY FACTOR

HAZARDS

1. Geotechnical
2. Flood
3. Fire
4. Noise

RESOURCES

1. Water Quality
2. Air Quality
3. Biota
4. Cultural Resources
5. Mineral Resources
6. Agriculture Resources
7. Visual Qualities

SERVICES

1. Traffic/Access
2. Sewage Disposal
3. Education
4. Fire/Sheriff
5. Utilities

OTHER

1. General
2. Environmental Safety
3. Land Use
4. Pop./Hous./Emp./Rec.
- Mandatory Findings

ANALYSIS SUMMARY (See individual pages for details)

Less than Significant Impact/No Impact

Less than Significant Impact with Project Mitigation

Potentially Significant Impact

Potential Concern

Pg

6 ✓

7 ✓

8 ✓

9 ✓

10 ✓

11 ✓

12 ✓

13 ✓

14 ✓

15 ✓

16 ✓

17 ✓

18 ✓

19 ✓

20 ✓

21 ✓

22 ✓

23 ✓

24 ✓

25 ✓

26 ✓

DEVELOPMENT MONITORING SYSTEM (DMS)

As required by the Los Angeles County General Plan, DMS* shall be employed in the Initial Study phase of the environmental review procedure as prescribed by state law.

- Development Policy Map Designation: _____
- ☐ Yes ☒ No Is the project located in the Antelope Valley, East San Gabriel Valley, Malibu/Santa Monica Mountains or Santa Clarita Valley planning area?
- ☐ Yes ☒ No Is the project at urban density and located within, or proposes a plan amendment to, an urban expansion designation?

If both of the above questions are answered "yes", the project is subject to a County DMS analysis.

☐ Check if DMS printout generated (attached)

Date of printout: _____

☐ Check if DMS overview worksheet completed (attached)

*EIRs and/or staff reports shall utilize the most current DMS information available.

Environmental Finding:

FINAL DETERMINATION: On the basis of this Initial Study, the Department of Regional Planning finds that this project qualifies for the following environmental document:



NEGATIVE DECLARATION, inasmuch as the proposed project will not have a significant effect on the environment.

An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was determined that this project will not exceed the established threshold criteria for any environmental/service factor and, as a result, will not have a significant effect on the physical environment.



MITIGATED NEGATIVE DECLARATION, inasmuch as the changes required for the project will reduce impacts to insignificant levels (see attached discussion and/or conditions).

An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was originally determined that the proposed project may exceed established threshold criteria. The applicant has agreed to modification of the project so that it can now be determined that the project will not have a significant effect on the physical environment. The modification to mitigate this impact(s) is identified on the Project Changes/Conditions Form included as part of this Initial Study.



ENVIRONMENTAL IMPACT REPORT*, inasmuch as there is substantial evidence that the project may have a significant impact due to factors listed above as "significant".



At least one factor has been adequately analyzed in an earlier document pursuant to legal standards, and has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets (see attached Form DRP/IA 101). The EIR is required to analyze only the factors not previously addressed.

Reviewed by: Harriet Lang

Date: 11/24/99

Approved by: Sorin Alexanian

Date: 3-14-00

☐ Determination appealed — see attached sheet.

*NOTE: Findings for Environmental Impact Reports will be prepared as a separate document following the public hearing on the project.

HAZARDS - 1. Geotechnical

SETTING/IMPACTS

- Yes No Maybe
- a. ☐ ☒ ☐ Is the project site located in an active or potentially active fault zone, Seismic Hazards Zone, or Alquist-Priolo Earthquake Fault Zone?
- b. ☐ ☒ ☐ Is the project site located in an area containing a major landslide(s)?
- c. ☐ ☒ ☐ Is the project site located in an area having high slope instability?
- d. ☐ ☒ ☐ Is the project site subject to high subsidence, high groundwater level, liquefaction, or hydrocompaction?
- e. ☐ ☒ ☐ Is the proposed project considered a sensitive use (school, hospital, public assembly site) located in close proximity to a significant geotechnical hazard?
- f. ☐ ☒ ☐ Will the project entail substantial grading and/or alteration of topography including slopes of over 25%?
- g. ☐ ☒ ☐ Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?
- h. ☐ ☒ ☐ Other factors? _____

STANDARD MITIGATION MEASURES

- ☐ Building Ordinance No. 2225 — Sections 308B, 309, 310 and 311 and Chapters 29 and 70.

OTHER CONSIDERATIONS/MITIGATIONS

- ☐ Lot Size ☐ Project Design ☐ Approval of Geotechnical Report by DPW

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by, **geotechnical** factors?

- ☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

HAZARDS - 2. Flood

SETTING/IMPACTS

Yes No Maybe
a. ☐ ☒ ☐

Is a major drainage course, as identified on USGS quad sheets by a dashed line, located on the project site?

b. ☐ ☒ ☐

Is the project site located within or does it contain a floodway, floodplain, or designated flood hazard zone?

c. ☐ ☒ ☐

Is the project site located in or subject to high mudflow conditions?

d. ☐ ☒ ☐

Could the project contribute or be subject to high erosion and debris deposition from run-off?

e. ☐ ☒ ☐

Would the project substantially alter the existing drainage pattern of the site or area?

f. ☐ ☒ ☐

Other factors (e.g., dam failure)?

STANDARD MITIGATION MEASURES

☐ Building Ordinance No. 2225 — Section 308A

☐ Ordinance No. 12,114 (Floodways)

☐ Approval of Drainage Concept by DPW

OTHER CONSIDERATIONS/MITIGATIONS

☐ Lot Size

☐ Project Design

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by **flood (hydrological)** factors?

☐ Potentially significant

☐ Less than significant with project mitigation

☒ Less than significant/No impact

HAZARDS - 3. Fire

SETTING/IMPACTS

- Yes No Maybe
- a. ☐ ☒ ☐ Is the project site located in a high fire hazard area (Fire Zone 4)?
- b. ☐ ☒ ☐ Is the project site in a high fire hazard area and served by inadequate access due to lengths, widths, surface materials, turnarounds or grade?
- c. ☐ ☒ ☐ Does the project site have more than 75 dwelling units on a single access in a high fire hazard area?
- d. ☐ ☒ ☐ Is the project site located in an area having inadequate water and pressure to meet fire flow standards?
- e. ☐ ☒ ☐ Is the project site located in close proximity to potential dangerous fire hazard conditions/uses (such as refineries, flammables, explosives manufacturing)?
- f. ☐ ☒ ☐ Does the proposed use constitute a potentially dangerous fire hazard?
- g. ☐ ☒ ☐ Other factors?

STANDARD MITIGATION MEASURES

- ☐ Water Ordinance No. 7834 ☐ Fire Ordinance No. 2947 ☐ Fire Prevention Guide No. 46

OTHER CONSIDERATIONS/MITIGATIONS

- ☐ Project Design ☐ Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by **fire hazard** factors?

- ☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

HAZARDS - 4. Noise

SETTING/IMPACTS

- Yes No Maybe
- a. ☐ ☒ ☐ Is the project site located near a high noise source (airports, railroads, freeways, industry)?
- b. ☐ ☒ ☐ Is the proposed use considered sensitive (school, hospital, senior citizen facility) or are there other sensitive uses in close proximity?
- c. ☐ ☒ ☐ Could the project substantially increase ambient noise levels including those associated with special equipment (such as amplified sound systems) or parking areas associated with the project?
- d. ☐ ☒ ☐ Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project?
- e. ☐ ☒ ☐ Other factors? _____

STANDARD MITIGATION MEASURES

- ☐ Noise Ordinance No. 11,778 ☐ Building Ordinance No. 2225--Chapter 35

OTHER CONSIDERATIONS/MITIGATIONS

- ☐ Lot Size ☐ Project Design ☐ Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by **noise**?

- ☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

RESOURCES - 1. Water Quality

SETTING/IMPACTS

Yes No Maybe
a. ☐ ☒ ☐

Is the project site located in an area having known water quality problems and proposing the use of individual water wells?

b. ☐ ☒ ☐

Will the proposed project require the use of a private sewage disposal system?

☐ ☒ ☐

If the answer is yes, is the project site located in an area having known septic tank limitations due to high groundwater or other geotechnical limitations or is the project proposing on-site systems located in close proximity to a drainage course?

c. ☐ ☒ ☐

Could the project's associated construction activities significantly impact the quality of groundwater and/or stormwater runoff to the stormwater conveyance system and/or receiving water bodies?

d. ☐ ☒ ☐

Could the project's post-development activities potentially degrade the quality of stormwater runoff and/or could post-development non-stormwater discharges contribute potential pollutants to the stormwater conveyance system and/or receiving bodies?

e. ☐ ☒ ☐

Other factors? _____

STANDARD MITIGATION MEASURES

☐ Industrial Waste Permit

☐ Health Code — Ordinance No. 7583, Chapter 5

☐ Plumbing Code — Ordinance No. 2269

☐ NPDES Permit CAS614001 Compliance (DPW)

OTHER CONSIDERATIONS/MITIGATIONS

☐ Lot Size

☐ Project Design

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by, **water quality** problems?

☐ Potentially significant

☐ Less than significant with project mitigation

☒ Less than significant/No impact

RESOURCES - 2. Air Quality

SETTING/IMPACTS

Yes No Maybe
a. ☐ ☒ ☐

Will the proposed project exceed the State's criteria for regional significance (generally (a) 500 dwelling units for residential uses or (b) 40 gross acres, 650,000 square feet of floor area or 1,000 employees for non-residential uses)?

b. ☐ ☒ ☐

Is the proposal considered a sensitive use (schools, hospitals, parks) and located near a freeway or heavy industrial use?

c. ☐ ☒ ☐

Will the project increase local emissions to a significant extent due to increased traffic congestion or use of a parking structure or exceed AQMD thresholds of potential significance per Screening Tables of the CEQA Air Quality Handbook?

d. ☐ ☒ ☐

Will the project generate or is the site in close proximity to sources which create obnoxious odors, dust, and/or hazardous emissions?

e. ☐ ☒ ☐

Would the project conflict with or obstruct implementation of the applicable air quality plan?

f. ☐ ☒ ☐

Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

g. ☐ ☒ ☐

Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

h. ☐ ☒ ☐

Other factors: _____

STANDARD MITIGATION MEASURES

☐ Health and Safety Code — Section 40506

OTHER CONSIDERATIONS/MITIGATIONS

☐ Project Design ☐ Air Quality Report

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by, **air quality**?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

RESOURCES - 3. Biota

SETTING/IMPACTS

Yes No Maybe
a. ☐ ☒ ☐

Is the project site located within a Significant Ecological Area (SEA), SEA Buffer, or coastal Sensitive Environmental Resource (ESHA, etc.), or is the site relatively undisturbed and natural?

b. ☐ ☒ ☐

Will grading, fire clearance, or flood related improvements remove substantial natural habitat areas?

c. ☐ ☒ ☐

Is a major drainage course, as identified on USGS quad sheets by a blue, dashed line, located on the project site?

d. ☐ ☒ ☐

Does the project site contain a major riparian or other sensitive habitat (e.g., coastal sage scrub, oak woodland, sycamore riparian woodland, wetland, etc.)?

e. ☐ ☒ ☐

Does the project site contain oak or other unique native trees (specify kinds of trees)?

f. ☐ ☒ ☐

Is the project site habitat for any known sensitive species (federal or state listed endangered, etc.)?

g. ☐ ☒ ☐

Other factors (e.g., wildlife corridor, adjacent open space linkage)?

MITIGATION MEASURES/OTHER CONSIDERATIONS

☐ Lot Size

☐ Project Design

☐ Oak Tree Permit

☐ ERB/SEATAC Review

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on **biotic resources**?

☐ Potentially significant

☐ Less than significant with project mitigation

☒ Less than significant/No impact

RESOURCES - 4. Archaeological/Historical/Palaeontological

SETTING/IMPACTS

Yes No Maybe
a. ☐ ☒ ☐

Is the project site in or near an area containing known archaeological resources or containing features (drainage course, spring, knoll, rock outcroppings, or oak trees) which indicate potential archaeological sensitivity?

b. ☐ ☒ ☐

Does the project site contain rock formations indicating potential palaeontological resources?

c. ☐ ☒ ☐

Does the project site contain known historic structures or sites?

d. ☐ ☒ ☐

Would the project cause a substantial adverse change in the significance of a historical or archaeological resource as defined in 15064.5?

e. ☐ ☒ ☐

Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

f. ☐ ☒ ☐

Other factors?

MITIGATION MEASURES/OTHER CONSIDERATIONS

☐ Lot Size

☐ Project Design

☐ Archaeology Report

CONCLUSION

Considering the, above information, could the project leave a significant impact (individually or cumulatively) on archaeological, historical, or palaeontological resources?

☐ Potentially significant

☐ Less than significant with project mitigation

☒ Less than significant/No impact

RESOURCES - 5. Mineral Resources

SETTING/IMPACTS

- a. Yes ☐ No ☒ Maybe ☐ Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

- b. ☐ ☒ ☐ Would the project result in the loss of availability of a locally-important mineral resource discovery site delineated on a local general plan, specific plan or other land use plan?

- c. ☐ ☒ ☐ Other factors? _____

MITIGATION MEASURES/OTHER CONSIDERATIONS

☐ Lot Size ☐ Project Design

CONCLUSION

Considering the, above information, could the project leave a significant impact (individually or cumulatively) on **mineral** resources?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

RESOURCES - 6. Agriculture Resources

SETTING/IMPACTS

- Yes No Maybe
- a. ☐ ☒ ☐ Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b. ☐ ☒ ☐ Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?
- c. ☐ ☒ ☐ Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?
- d. ☐ ☒ ☐ Other factors?

MITIGATION MEASURES/OTHER CONSIDERATIONS

☐ Lot Size ☐ Project Design

CONCLUSION

Considering the, above information, could the project leave a significant impact (individually or cumulatively) on **agriculture** resources?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

RESOURCES - 7. Visual Qualities

SETTING/IMPACTS

Yes No Maybe
a. ☐ ☒ ☐

Is the project site substantially visible from or will it obstruct views along a scenic highway (as shown on the Scenic Highway Element), or is it located within a scenic corridor or will it otherwise impact the viewshed?

b. ☐ ☒ ☐

Is the project substantially visible from or will it obstruct views from a regional riding or hiking trail?

c. ☐ ☒ ☐

Is the project site located in an undeveloped or undisturbed area which contains unique aesthetic features?

d. ☐ ☒ ☐

Is the proposed use out-of-character in comparison to adjacent uses because of height, bulk, or other features?

e. ☐ ☒ ☐

Is the project likely to obstruct unique views from surrounding residential uses?

f. ☐ ☒ ☐

Is the project likely to create substantial sun shadow, light or glare problems?

g. ☐ ☒ ☐

Other factors (e.g., grading or landform alteration):

MITIGATION MEASURES/OTHER CONSIDERATIONS

☐ Lot Size

☐ Project Design

☐ Visual Report

☐ Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on scenic qualities?

☐ Potentially significant

☐ Less than significant with project mitigation

☒ Less than significant/No impact

SERVICES - 1. Traffic/Access

SETTING/IMPACTS

- Yes No Maybe
- a. ☐ ☒ ☐ Does the project contain 25 dwelling units, or more and is it located in an area with known congestion problems (mid-block or intersections)?
- b. ☐ ☒ ☐ Will the project result in any hazardous traffic conditions?
- c. ☐ ☒ ☐ Will the project result in parking problems with a subsequent impact on traffic conditions?
- d. ☐ ☒ ☐ Will inadequate access during an emergency (other than fire hazards) result in problems for emergency vehicles or residents/employees in the area?
- e. ☐ ☒ ☐ Will the congestion management program (CMP) Transportation Impact Analysis thresholds of 50 peak hour vehicles added by project traffic to a CMP highway system intersection or 150 peak hour trips added by project traffic to a mainline freeway link be exceeded?
- f. ☐ ☒ ☐ Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?
- g. ☐ ☒ ☐ Other factors? _____

MITIGATION MEASURES/OTHER CONSIDERATIONS

- ☐ Project Design ☐ Traffic Report ☐ Consultation with Traffic & Lighting Division
- _____
- _____

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **traffic/access** factors?

- ☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

SERVICES - 2. Sewage Disposal

SETTING/IMPACTS

- Yes No Maybe
- a. ☐ ☒ ☐ If served by a community sewage system, could the project create capacity problems at the treatment plant?
- b. ☐ ☒ ☐ Could the project create capacity problems in the sewer lines serving the project site?
- c. ☐ ☒ ☐ Other factors? _____

STANDARD MITIGATION MEASURES

- ☐ Sanitary Sewers and Industrial Waste — Ordinance No. 6130
- ☐ Plumbing Code — Ordinance No. 2269

OTHER CONSIDERATIONS/MITIGATIONS

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **sewage disposal** facilities?

- ☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

SERVICES - 3. Education

SETTING/IMPACTS

- Yes No Maybe
- a. ☐ ☒ ☐ Could the project create capacity problems at the district level?

- b. ☐ ☒ ☐ Could the project create capacity problems at individual schools which will serve the project site?

- c. ☐ ☒ ☐ Could the project create student transportation problems?

- d. ☐ ☒ ☐ Could the project create substantial library impacts due to increased population and demand?

- e. ☐ ☒ ☐ Other factors? _____

MITIGATION MEASURES/OTHER CONSIDERATIONS

☐ Site Dedication ☐ SB 50 Developer Fees ☐ Library Facilities Mitigation Fee

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **educational** facilities/services?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

SERVICES - 4. Fire/Sheriff Services

SETTING/IMPACTS

- Yes No Maybe
- a. ☐ ☒ ☐ Could the project create staffing or response time problems at the fire station or sheriff's substation serving the project site?
- b. ☐ ☒ ☐ Are there any special fire or law enforcement problems associated with the project or the general area?
- c. ☐ ☒ ☐ Other factors?

MITIGATION MEASURES/OTHER CONSIDERATIONS

☐ Fire Mitigation Fees

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **fire/sheriff** services?

- ☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

SERVICES - 5. Utilities/Other Services

SETTING/IMPACTS

- Yes No Maybe
- a. ☐ ☒ ☐ Is the project site in an area known to have an inadequate public water supply to meet domestic needs or to have an inadequate ground water supply and proposes water wells?
- b. ☐ ☒ ☐ Is the project site in an area known to have an inadequate water supply and/or pressure to meet fire fighting needs?
- c. ☐ ☒ ☐ Could the project create problems with providing utility services, such as electricity, gas, or propane?
- d. ☐ ☒ ☐ Are there any other known service problem areas (e.g., solid waste)?
- e. ☐ ☒ ☐ Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services or facilities (e.g., fire protection, police protection, schools, parks, roads)?
- f. ☐ ☒ ☐ Other factors? _____

STANDARD MITIGATION MEASURES

☐ Plumbing Code — Ordinance No. 2269 ☐ Water Code — Ordinance No. 7834

OTHER CONSIDERATIONS/MITIGATIONS

☐ Lot Size ☐ Project Design

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **utilities/services**?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

OTHER FACTORS - 1. General

SETTING/IMPACTS

Yes No Maybe

- a. ☐ ☒ ☐ Will the project result in an inefficient use of energy resources?

- b. ☐ ☒ ☐ Will the project result in a major change in the patterns, scale, or character of the general area or community?

- c. ☐ ☒ ☐ Will the project result in a significant reduction in the amount of agricultural land?

- d. ☐ ☒ ☐ Other factors? _____

STANDARD MITIGATION MEASURES

☐ State Administrative Code, Title 24, Part 5, T-20 (Energy Conservation)

OTHER CONSIDERATIONS/MITIGATIONS

☐ Lot size ☐ Project Design ☐ Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to any of the above factors? _____

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

OTHER FACTORS - 2. Environmental Safety

SETTING/IMPACTS

- a. ☐ Yes ☒ No ☐ Maybe Are any hazardous materials used, transported, produced, handled, or stored on-site?
- b. ☐ Yes ☒ No ☐ Maybe Are any pressurized tanks to be used or any hazardous wastes stored on-site?
- c. ☐ Yes ☒ No ☐ Maybe Are any residential units, schools, or hospitals located within 500 feet and potentially adversely affected?
- d. ☐ Yes ☐ No ☒ Maybe Have there been previous uses which indicate residual soil toxicity of the site?
Project has some existing auto repair along Hawthorne Boulevard where contamination might have occurred.
- e. ☐ Yes ☒ No ☐ Maybe Would the project create a significant hazard to the public or the environment involving the accidental release of hazardous materials into the environment?
- f. ☐ Yes ☒ No ☐ Maybe Would the project emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- g. ☐ Yes ☒ No ☐ Maybe Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment?
- h. ☐ Yes ☒ No ☐ Maybe Would the project result in a safety hazard for people in a project area located within an airport land use plan, within two miles of a public or public use airport, or within the vicinity of a private airstrip?
- i. ☐ Yes ☒ No ☐ Maybe Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- j. ☐ Yes ☒ No ☐ Maybe Other factors? _____

MITIGATION MEASURES/OTHER CONSIDERATIONS

☐ Toxic Clean-up Plan

New construction will be subject to permit review and therefore potential abatement if residual soil toxicity exists.

CONCLUSION

Considering the above information, could the project have a significant impact relative to public safety?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

OTHER FACTORS - 3. Land Use

SETTING/IMPACTS

- Yes No Maybe
- a. ☐ ☒ ☐ Can the project be found to be inconsistent with the plan designation(s) of the subject property?
- b. ☐ ☒ ☐ Can the project be found to be inconsistent with the zoning designation of the subject property?
- c. Can the project be found to be inconsistent with the following applicable land use criteria:
- ☐ ☒ ☐ Hillside Management Criteria?
- ☐ ☒ ☐ SEA Conformance Criteria?
- ☐ ☒ ☐ Other? _____
- d. ☐ ☒ ☐ Would the project physically divide an established community?
- e. ☐ ☒ ☐ Other factors? _____

MITIGATION MEASURES/OTHER CONSIDERATIONS

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **land use** factors?

- ☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

OTHER FACTORS - 4. Population/Housing/Employment/Recreation

SETTING/IMPACTS

- Yes No Maybe
- a. ☐ ☒ ☐ Could the project cumulatively exceed official regional or local population projections?
- b. ☐ ☒ ☐ Could the project induce substantial direct or indirect growth in an area (e.g., through projects in an undeveloped area or extension of major infrastructure)?
- c. ☐ ☒ ☐ Could the project displace existing housing, especially affordable housing?
- d. ☐ ☒ ☐ Could the project result in substantial job/housing imbalance or substantial increase in Vehicle Miles Traveled (VMT)?
- e. ☐ ☒ ☐ Could the project require new or expanded recreational facilities for future residents?
- f. ☐ ☒ ☐ Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?
- g. ☐ ☒ ☐ Other factors? _____

MITIGATION MEASURES/OTHER CONSIDERATIONS

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **population, housing, employment, or recreational factors**?

- ☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

MANDATORY FINDINGS OF SIGNIFICANCE

Based on this Initial Study, the following findings are made:

Yes No Maybe

- a. ☐ ☒ ☐ Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?
-

- b. ☐ ☒ ☐ Does the project have possible environmental effects which are individually limited but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.
-

- c. ☐ ☒ ☐ Will the environmental effects of the project cause substantial adverse effects on human beings, either directly or indirectly?
-

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the environment?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

**PROCEEDINGS OF REGIONAL PLANNING COMMISSION HEARING
GREEN LINE TRANSIT ORIENTED DISTRICTS
March 22, 2000, April 12, 2000 and April 26, 2000**

March 22, 2000

Staff presented the Green Line T.O.D. draft ordinance, the related zone changes, and the Green Line Transit Oriented District Land Use, Housing and Economic Development Strategy Report (Green Line Strategy Report) to the Commission. The TOD provisions would create a walkable, more pedestrian-friendly environment, revitalize the areas around the Hawthorne and Vermont Green Line transit stations, and increase Green Line ridership. The TOD's cover all areas within approximately one-quarter mile of the cited stations.

The draft ordinance would also include changes of zone from C-3 to C-2 along Vermont Avenue, and from M-1 to C-2 along Hawthorne Boulevard to provide for pedestrian friendly commercial uses along these streets. Additionally, a Strategy Report lays out the basic policy directions applicable to development within the TOD's, and lays the basis for the more detailed standards in the draft ordinance.

Staff then detailed some of the draft ordinance standards applicable to the C-2 zone along Vermont and Hawthorne. For instance, a commercial development in the C-2 zone would be limited to 35 feet in height; however, if a significant percentage of the floor area is residential in a mixed-use building, the height limit would rise to 45 feet. Additionally, ground floor uses in a mixed use building would be limited to pedestrian-friendly commercial uses.

Mr. James Wallace, Chairman of the Greenline TOD Advisory Committee (TODAC), then testified before the Commission. He stated that the Committee had met many times to review and comment on portions of the draft ordinance and Strategy Report, and no objections were raised during review of the final draft.

Mr. Henry Porter, President of the Southwest Community Association and a member of TODAC, stated that the mixed-use TOD concept is a viable one that will increase community security and lower the crime rate.

In response to a Commission question, staff explained that there was little coordination with the adjoining cities of Los Angeles and Hawthorne because they are not working on any TOD-related ordinances. The cities were contacted, but declined to participate in TOD planning at this time. As a result, the draft ordinance addresses only unincorporated areas.

Commissioner Vargo asked why the draft ordinance requires a conditional use permit for apartment buildings of over 4 units in the R-3 zone. Staff responded that this requirement would create a more pedestrian-friendly environment by discouraging the

construction of large monotonous buildings. The CUP requirement would help regulate the design of large apartment buildings and result in more open space—a more open feeling. Staff was directed to look into whether this CUP requirement would be appropriate and report back at a later date.

The Commission then voted to close the hearing and direct staff to bring back the Green Line package for discussion and possible action, addressing the issues brought up by Commissioner Vargo. The motion was passed unanimously.

April 12, 2000

Staff gave a re-report to the Commission on the nature of the Transit Oriented Districts (T.O.D.) program. In response to Commissioner Vargo's request, staff also presented a sketch depicting four 4-unit apartment buildings overlayed over one large apartment building on a lot of typical size. The drawing compared the design possibilities under current zoning code provisions, which do not require a CUP for larger apartment buildings in Zone C-3, to design possibilities under the provisions of the draft ordinance, which require such a CUP.

Commissioner Campbell then expressed her opinion that the newly proposed design requirements, which included more open space, and the related CUP requirement for apartment buildings with more than four dwelling units, are definitely more desirable than the options allowed under the current code.

Commissioner Campbell went on to ask what kind of support was present in the community for the proposed ordinance, including the cited CUP requirement, and asked for clarification on how the proposed T.O.D. program was developed. In response, staff explained that they worked closely with a Transit Oriented Districts Advisory Committee (TODAC) composed of residents and business persons from both the West Athens and Lennox communities. Staff stated that the TODAC met numerous times and made direct decisions on most policies and ordinance provisions, including the cited CUP requirement. Staff also held a townhall meeting at which the community expressed clear support for the resulting draft ordinance, zone changes and Strategy Report.

Then Commissioner Vargo again addressed the draft ordinance conditional use permit (CUP) requirement for apartment buildings of more than four units. She stated that she now agrees that under the proposed requirements, the resulting design would provide an interesting cluster of small buildings and related open spaces—in short, an interesting design. But she also stated that she would still like to see some detailed design criteria for larger buildings that have more units. She stated that this would insure the provision of open spaces and an interesting building design while providing a greater number of dwelling units.

Commissioner Vargo then requested that staff develop design standards for larger buildings, including balcony, landscaping, and wall modulation and articulation interval requirements.

The Commission then directed staff to develop the cited standards to eliminate long, monotonous building walls on larger apartment buildings. Additionally, staff was directed to research other jurisdictions' design guidelines that promote more attractive multiple-family residential buildings, and to bring this information back to the Commission as a consent item for approval.

April 26, 2000

Staff presented the architectural design standards for large apartment buildings requested by Commissioner Vargo. Commissioner Vargo then stated that her concerns were satisfied; however she also stated that she wants the standards to include the specific depth that long walls should be offset, the designation of created open spaces as "private" open space, and specification of minimum dimensions of such open spaces.

Commissioner Toy then made a motion to prepare the related standards, approve the draft ordinance, the related zone changes and the Green Line Strategy Report, and the Commission approved the motion 3-0 (two members absent).

**NOTICE OF PUBLIC HEARING
ON PROPOSED AMENDMENTS TO TITLE 22 OF THE LOS
ANGELES COUNTY CODE (PLANNING AND ZONING)**

NOTICE IS HEREBY GIVEN that the Regional Planning Commission, County of Los Angeles has recommended approval of a proposed Green Line Transit Oriented District Ordinance, related zone changes, and the Green Line Transit Oriented District Land Use, Housing and Economic Development Strategy Report that will establish the new regulations and policies for the unincorporated areas within approximately one-quarter mile of the Vermont Avenue and Hawthorne Boulevard Green Line transit stations. The amendments and policies will establish new pedestrian-oriented development standards, new case processing procedures applicable to new development projects, and new incentives for development within these areas. If your property's zoning will be changed in connection with this project, you will be receiving an additional notice to that effect soon.

NOTICE IS ALSO HEREBY GIVEN that a public hearing will be held before the Board of Supervisors, Kenneth Hahn Hall of Administration, 500 West Temple Street, Los Angeles, California 90012 at _____ a.m. on _____ pursuant to said Title 22 of the Los Angeles County Code and Title 7 of the Government Code (Planning and Zoning Law) for the purpose of hearing testimony relative to the adoption of the following amendments and policies:

1. Establishment of Green Line Transit Oriented Districts for all properties within approximately one-quarter mile of the Vermont and Hawthorne Green Line light rail stations, adoption of the proposed Green Line Transit Oriented District Ordinance and related zone changes--Zone Change Case 00-22 (2), and approval of the Green Line Land Use, Housing and Economic Development Strategy Report, in order to establish pedestrian-oriented development standards, streamline case processing procedures and create incentives for attraction of new neighborhood serving businesses.
2. Such other amendments that, in the opinion of the Board of Supervisors, should be considered at this time.

Written comments may be sent to the Executive Office of the Board of Supervisors at the above address. If you do not understand this notice or need more information, please call Mr. Leonard Erlanger at (213) 974-6432.

Pursuant to the California Environmental Quality Act and State and County guidelines, a Negative Declaration has been prepared that shows that the proposed ordinance and related zone changes will not have a significant effect on the environment.

“ADA ACCOMMODATIONS: If you require reasonable accommodations or auxiliary aid and services such as material in alternate format or a sign language interpreter, please contact the ADA (Americans for Disabilities Act) Coordinator at (213) 974-6488 [VOICE] or (213) 617-2292 [TDD] with at least three business days notice.”

Si no entiende este noticia o necesita mas informacion, por favor llame este numero: (213) 974-6432.

VIOLET VARONA-LUKENS
EXECUTIVE OFFICER-CLERK OF
BOARD OF SUPERVISORS



COUNTY OF LOS ANGELES
OFFICE OF THE COUNTY COUNSEL

648 KENNETH HAHN HALL OF ADMINISTRATION
500 WEST TEMPLE STREET
LOS ANGELES, CALIFORNIA 90012-2713

RAYMOND G. FORTNER, JR.
County Counsel

January 19, 2005

TELEPHONE
(213) 974-1801
FACSIMILE
(213) 626-7446
TDD
(213) 633-0901

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

**Re: Ordinance to Repeal Chapter 22.44, Part 8,
Add Chapter 22.44, Part 8, and
Amend County Code Section 22.08.200.T**

Dear Supervisors:

As requested by the Director of the Department of Regional Planning, enclosed are the final analysis and the ordinance deleting Chapter 22.44, Part 8, the Blue Line Transit Oriented District Ordinance, in its entirety and replacing it with a revised Chapter 22.44, Part 8, which is a combined Blue Line and Green Line Transit Oriented District Ordinance. This ordinance restates, but does not substantively change, development standards, allowable uses and case processing requirements for the Blue Line Transit Oriented Districts and creates them for the new Green Line Transit Oriented Districts in order to promote transit-oriented and pedestrian-oriented development. This Ordinance also revises Section 22.08.200.T relating to the definition of a Transit Oriented District.

This analysis and ordinance is in final form and replaces the version attached to the December 13, 2004, board letter submitted by the Department of Regional Planning. This analysis and ordinance may be adopted by your Board.

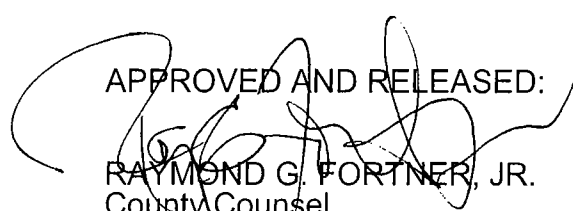
Very truly yours,

RAYMOND G. FORTNER, JR.
County Counsel

By


PETER J. GUTIERREZ
Senior Deputy County Counsel
Public Works Division

APPROVED AND RELEASED:


RAYMOND G. FORTNER, JR.
County Counsel

PJG:di

Enclosures

HOA.273209.1

ANALYSIS

This ordinance amends Title 22 - Planning and Zoning of the Los Angeles County Code by deleting Chapter 22.44, Part 8, the Blue Line Transit Oriented District Ordinance, in its entirety and replacing it with a revised Chapter 22.44, Part 8, which is a combined Blue Line and Green Line Transit Oriented District Ordinance. This Ordinance restates, but does not substantively change development standards, allowable uses and case processing requirements for the Blue Line Transit Oriented Districts and creates them for the new Green Line Transit Oriented Districts in order to promote transit-oriented and pedestrian-oriented development. This Ordinance also revises Section 22.08.200.T relating to the definition of Transit Oriented District.

RAYMOND G. FORTNER, JR.
County Counsel

By


PETER J. GUTIERREZ
Senior Deputy County Counsel
Public Works Division

PJG:di

12/7/04 (requested)

1/19/05 (revised)

ORDINANCE NO. _____

An ordinance amending Title 22 of the Los Angeles County Code relating to the Transit Oriented Districts.

The Board of Supervisors of the County of Los Angeles ordains as follows:

SECTION 1. Section 22.08.200.T is amended to read as follows:

22.08.200.T

...

"Transit oriented district" (TOD) means a mixed-use community within an approximately one-quarter to one-half mile distance ~~radius~~ of a significant transit facility station. Transit oriented districts are established to encourage a mix of residential, retail, office, open space, and public uses in a close proximity to each other in order to contribute to a vibrant, safe, and revitalized walkable environment, ~~making it convenient for residents and employees.~~ The transit oriented district land use provisions and design standards encourage convenient ~~to~~ travel by transit, bicycle, or foot by both residents and employees. Transit oriented districts also promote the efficient use of land for the mutual reinforcement of private development and public investments in the transit system.

...

SECTION 2. Chapter 22.44, Part 8 (Supplemental Districts) of the Los Angeles County Code is hereby deleted in its entirety.

SECTION 3. Chapter 22.44, Part 8 (Supplemental Districts) of the Los Angeles County Code is hereby added to read as follows:

22.44.400 Intent and Purpose.

Transit oriented districts are established as supplemental districts in order to promote transit-oriented and pedestrian-oriented development, to increase transit use, to manage traffic congestion, and to improve air quality. To achieve these goals, the following transit oriented districts are established to create and apply unique development standards and case processing procedures to geographic areas within an approximately one-quarter to one-half mile radius around specific light rail transit stations in unincorporated areas:

- Blue Line Transit Oriented Districts
 - Slauson Station Transit Oriented District
 - Florence Station Transit Oriented District
 - Firestone Station Transit Oriented District
 - Imperial Station Transit Oriented District
- Green Line Transit Oriented Districts
 - Vermont Station Transit Oriented District
 - Hawthorne Station Transit Oriented District

The exact geographic boundary of each transit oriented district is depicted on its respective map at the end of this Part 8.

The transit oriented districts implement the objectives of the Transit Village Development Planning Act of 1994, Government Code section 65460, et seq. They also implement the "Land Use and Economic Development Strategies Blue Line Transit Oriented Districts Study" and the "Draft Green Line Transit-Oriented Districts Land Use, Housing and Economic Development Strategy Report" (hereinafter referenced respectively as the Blue Line Strategy Report and Green Line Strategy Report), on file with the department of regional planning.

22.44.410 Context and Nature of Transit Oriented Districts.

A. Relationship to other zoning regulations. Except as otherwise expressly provided in this Part 8, property within a transit oriented district may be used in any manner allowed in the basic zone, subject to the same standards, limitations, and conditions contained in this Title 22. Where the regulations of a transit oriented district provided in this Part 8 differ from any other provisions in this Title 22, including those of a community standards district, the transit oriented district regulations shall supersede any such differing provisions. In the event there are conflicting provisions in this Part 8 with respect to properties within a transit oriented district, the more specific provision shall apply

B. Categories of transit oriented district regulations. Transit oriented district regulations within this Part 8 are divided into the following categories:

1. Development standards, case processing procedures, and allowable uses that apply within all transit oriented districts countywide. This category of regulations includes the following:

a. Development standards and case processing procedures that are applicable to properties within all of the transit oriented districts countywide irrespective of their specific zone classifications; and

b. Allowable uses and development standards that are applicable only within specific individual zones within all of the transit oriented districts countywide.

2. Transit line development standards, case processing procedures, and allowable uses. This category of regulations includes the following:

a. Development standards and case processing procedures that are applicable to properties within all of the transit oriented districts along a specific transit line - the Blue Line or the Green Line irrespective of their specific zone classifications;

b. Zone-specific listings of allowable uses and development standards that are applicable only to properties within specific individual zones in all transit oriented districts along a specific transit line - the Blue Line or the Green Line; and

c. Station-specific development standards that are applicable only to properties within specific individual transit oriented districts.

22.44.420 Development Standards and Case Processing Procedures

Applicable in all Transit Oriented Districts.

A. Development Standards.

1. Graffiti. To encourage the maintenance of exterior walls free from graffiti that would impact pedestrian views, the following shall apply to all properties within all transit oriented districts:

a. All structures, walls, and fences open to public view shall remain free of graffiti; and

b. In the event of such graffiti occurring, the property owner, tenant, or their agent shall remove or cover said graffiti within 72 hours, weather permitting. Paint utilized in covering such graffiti shall be a color that matches, as closely as possible, the color of the adjacent surfaces.

2. Signs. Notwithstanding the provisions of Part 10 of Chapter 22.52, the following standards shall apply to all signs:

a. Window signs. Window signs shall not exceed the maximum area of ten percent per glass area (total window or door glass area visible from the exterior of the building); and

b. Prohibited signs. The following signs shall be prohibited:

i. Roof signs; and

ii. Outdoor advertising signs.

3. Residential Uses.

a. Relationship of residential development to existing structures.

i. Size of residential structures. Residential buildings and structures shall be generally consistent and compatible in terms of size, scale, and proportion with adjacent buildings and structures, to the satisfaction of the director, and their height shall not exceed that provided in this Part 8, except with a variance approved pursuant to the provisions of Part 2 of Chapter 22.56.

ii. Aesthetics of residential structures. Residential buildings and structures shall be generally consistent and compatible in terms of color, architectural style, and construction materials with adjacent buildings and structures, to the satisfaction of the director.

b. Fences, walls, and landscaping.

i. Fences and walls shall:

(A). Be composed of materials and colors that are generally consistent and compatible with the buildings and structures in the development.

(B). Where part of a multiple-family development which adjoins a single-family residence:

(1). Be at least six feet in height;

(2). Be located along the common property

line; and

(3). Where the properties share a side property line, extend from the rear property line to at least the minimum front yard setback.

(C). Where the properties share a rear property line, extend from side lot line to side lot line.

ii. All mechanical equipment, trash containers, and dumpsters shall be completely screened from view from adjacent streets, walkways, and residences through the use of walls and/or landscaping.

iii. For the purposes of this Part 8, mechanical equipment shall mean air conditioners, television antennae, and other accessory equipment customarily utilized in connection with residential uses.

4. Commercial and Mixed-Uses (commercial/residential).

a. Compatibility with residential parcels. Commercial or mixed-use (commercial/residential) structures on parcels adjoining residentially-zoned parcels shall be located and designed to minimize their impact on the residentially-zoned parcels with respect to light, air, noise, and privacy, to the satisfaction of the director.

b. Pedestrian character.

i. Continuity and interest for pedestrians. In order to promote continuity among the various retail and service businesses and an interesting walking experience for pedestrians, at least 50 percent of any building's ground floor façade that is approximately parallel to and facing the street shall be composed of entrances and show windows or other displays;

ii. Use of glass. All glass utilized at and near the street level shall be either clear or lightly tinted in order to promote maximum pedestrian visibility of building interiors from the sidewalk area. Mirrored, highly reflective glass or densely tinted glass shall be prohibited, except as an architectural or decorative accent limited to 20 percent of the entire building front façade area;

iii. Walk-up facilities. Walk-up facilities shall be recessed and provide enough queuing space to ensure that pedestrians walking along the sidewalk will not be obstructed;

iv. Principal building entrance. Where feasible, the principal building entrance shall be located facing the sidewalk in front of the building;

v. Parking access. The width of the parking access from the street to a lot shall be limited to 28 feet of the commercial frontage, and no customer drive-through facilities shall be permitted;

vi. Architectural and decorative accents. At least 50 percent of the building façade above the first story shall be composed of recessed windows, balconies, offset planes, or other architectural or decorative accents;

vii. Roof Design. Proposed new buildings or additions having 100 feet or more of street frontage shall be designed to provide roofs of varying materials, textures, and motifs; and

viii. Paving Material. Pedestrian circulation areas and driveway entrances within the property boundaries shall be developed with decorative paving materials such as brick or paver tile.

- c. Awnings. Awnings shall be:
 - i. The same color and style for each opening on a single storefront or business;
 - ii. Complimentary in color and style for each storefront in a building;
 - iii. Designed to coordinate with the architectural divisions of the building including individual windows and bays;
 - iv. In compliance with building code and fire department requirements; and
 - v. Repaired or removed within 30 days of receipt of notification that a state of disrepair exists.

- d. Mechanical Equipment.
 - i. Individual air-conditioning units for a building or storefront shall be located as unobtrusively as feasible within the overall design of the building to the satisfaction of the director.
 - ii. If air-conditioning window units must be located in the storefront:

- (A). The window units shall be neutral in appearance and the units shall not project outward from the façade. Their housing color shall be the same as those of the storefront; or

- (B). If possible, the unit shall be completely screened with an awning or landscaping so that it will not be visible from the street.

iii. Mechanical equipment located on roofs shall be completely screened by parapet walls or other materials so that the equipment will not be visible from any point six feet above ground level within 300 feet.

iv. Notwithstanding subsection iii, above, any structures on the roof, such as air-conditioning units, antennas, and other equipment, shall be completely screened from view from any adjacent residential property.

e. Security.

i. Chain-link, barbed, and concertina wire fences are prohibited; tubular steel or wrought-iron fences are permitted;

ii. All security bars or grilles shall be installed within the interior of the building;

iii. Vertically or horizontally folding accordion grilles installed in front of a storefront are prohibited; and

iv. Building security grilles shall be side-storing, concealed interior grilles that are not visible from the exterior of the building when not in use (during business hours) or grilles which can be concealed in the architectural elements of the building.

f. Lighting. On-site exterior lighting shall:

i. Be focused on the subject property and shielded or hooded to prevent illumination of adjacent properties; and

ii. Utilize lighting fixtures that are screened or designed to compliment the use and architecture of the subject property and adjacent properties

from which they are visible.

g. Buffers. Whenever a parking lot or a commercial structure is developed adjacent to a residential zone or exclusively residential use, a five-foot landscaped buffer shall be provided and a 45-degree daylight plane shall be incorporated.

h. Parking Areas. With the exception of fully subterranean structures, all parking areas shall:

i. Be located in the rear of the structure(s); and
ii. Be completely screened with walls and/or landscaping so that it is not visible from the street that provides frontage, except from the access driveway.

i. Landscape Plan. New commercial structures or additions to commercial structures exceeding 500 square feet in gross floor area shall provide a landscape/irrigation plan as part of the director's review process. Such plan shall depict required landscaping, including one 15-gallon tree for every 50 square feet of planter area, and required irrigation infrastructure.

j. Trash Enclosure. The required trash bin shall be completely enclosed by a five- to six-foot high decorative wall with solid doors.

5. Public Space.

a. Definition of Public Space. For the purposes of this Part 8, "public space" means those areas provided for passive and active outdoor recreational use and the enjoyment of community residents, employees, and visitors.

b. Types of public space. Public spaces shall include, but not be limited to, the following as long as the uses are consistent with the design, scale, and area standards specified in subsections c and d, below:

- Athletic fields.
- Arboretums and horticultural gardens.
- Courtyards.
- Historical monuments and cultural heritage sites.
- Outdoor public assembly.
- Parks.
- Playgrounds.
- Plazas.
- School yards.
- Swimming pools.
- Tennis, volleyball, badminton, croquet, lawn bowling,

and courts designed for similar outdoor activities.

- Village greens and squares.

c. Design and Location. Public spaces within transit oriented districts shall be developed at a scale to encourage pedestrianism and provide for efficient land use. Development shall be "space-making" rather than "space-occupying," i.e., forming boundaries around the public space rather than being sited in the middle of the space.

d. Size. Public spaces shall range from one-half up to three acres in size.

6. Streets and Sidewalks.

a. Pedestrian-friendly design. In order to create safe, convenient, and comfortable pedestrian routes, new street and sidewalk construction shall:

i. Provide for sidewalks on both sides of the street;

ii. Include pedestrian amenities such as those listed in subsection d, below;

iii. Include street trees that:

(A). Line the sidewalks so as to provide a shade canopy at maturity.

(B). Are of a shade-producing variety; and

(C). Are planted within the planting strip, where a planting strip is required, at intervals not to exceed 30 feet.

b. Pedestrian Accessibility. Streets, sidewalks, and pathways shall be aligned:

i. To facilitate easy pedestrian access across streets and between buildings, to public spaces and to the transit station, to the satisfaction of the director; and

ii. To provide all new development with easy pedestrian access, to the satisfaction of the director.

c. Street, sidewalk, and planting strip dimensions.

i. Sidewalks. New sidewalk construction shall:

(A). In residential zones, be not less than six feet in width; and

(B). In all other zones, be not less than 15 feet in width.

ii. Planting strips. Required planting strips shall be at least six feet in width.

iii. Pedestrian amenities in sidewalk areas. In non-residential zones, the amenities identified in subsection d, below, may encroach upon up to 50 percent of the required sidewalk width.

d. Types of pedestrian amenities. Pedestrian amenities shall be provided within or adjacent to the required sidewalk area in front of commercial and mixed-use development, to the satisfaction of the director. Such amenities may include, but are not limited to:

- Benches.
- Bicycle racks.
- Bus shelters.
- Decorative street and sidewalk lights.
- Drinking fountains.
- Landscaped buffers.
- Newsstands.

- On-sidewalk dining.
- Planter boxes.
- Special paving materials, such as treated brick, for sidewalks or crosswalks.
- Trash receptacles.

B. Case Processing Procedures.

1. Director's review.

a. Except as otherwise provided in this Part 8, or where a minor variation is required, a director's review, as provided in Part 12 of Chapter 22.56, shall be required to establish, operate, and maintain any use, except that a director's review shall not be required for a change in ownership or occupancy. Director's review shall not be required for additional construction, maintenance, or repairs conducted within any 12-month period, provided the total cost of such construction, maintenance and repairs does not exceed 25 percent of the current market value or assessed valuation of the existing building, whichever is less.

b. Applicants shall pay 25 percent of the fees specified by Section 22.60.100 for site plan reviews.

c. When considering a site plan under director's review, the director shall apply the principles and standards required by Section 22.56.1690, consistent with the policies contained in the Blue Line Strategy Report or Green Line Strategy Report, as applicable.

2. Minor variations. Minor variations from certain specified standards may be granted, subject to the procedures set forth below, as follows:

a. Required findings by the director. Under exceptional circumstances, the director may permit minor variations from the standards specified in the requirements for fence or wall, awning, mechanical equipment, and pedestrian character of this Part 8. Such variations shall be supported by findings made by the director that:

i. The application of certain provisions of these standards would result in practical difficulties or unnecessary hardships inconsistent with the goals of the general plan and/or the Blue Line Strategy Report or Green Line Strategy Report, as applicable;

ii. There are exceptional circumstances or conditions applicable to the property or to the intended development of the property that do not apply generally to other properties in the transit oriented district;

iii. Permitting a variation will not be materially detrimental to property or improvements in the area;

iv. That no more than two property owners have expressed any opposition to the minor variation; and

v. Permitting a variation will be consistent with the goals of the Blue Line Strategy Report or Green Line Strategy Report, as applicable.

b. Application materials. The materials required for filing a minor variation will be the same as that for the director's review, except that the

applicant shall also submit:

i. A list, certified to be correct by affidavit or by a statement under penalty of perjury, of the names and addresses of all persons who are shown on the latest available assessment roll of the County of Los Angeles as owners of the subject parcel of land and as owning property within a distance of 100 feet from the exterior boundaries of the parcel of land to be occupied by the use;

ii. Two sets of mailing labels for the above-stated owners within a distance of 100 feet of the parcel of land to be occupied by the use;

iii. A map drawn to a scale specified by the director indicating where all such ownerships are located; and

iv. A filing fee equal to that required for site plan review for commercial/industrial projects over 20,000 square feet in size as specified in Section 22.60.100.

c. Case processing procedures. The application for a minor variation from standards shall be processed by the director as follows:

i. Initial notice. Not less than 20 days prior to the date an action is taken, the director shall send notice to the owners of record specified in subsection B.2.b.i, above, using the mailing labels supplied by the applicant. The notice shall state that within ten days of its receipt, any interested person may file a written expression of opposition to the proposed minor modification of standards with the director for his consideration in making a determination on the applicant's request.

ii. Notice after determination. The director shall send notice of the decision to the owners of record cited above, including any person who expressed opposition to the request. The notice shall state that any interested person dissatisfied with the action of the director may file an appeal from such action with the hearing officer within ten days of the receipt of the notification.

3. Conditional use permits.

a. Conditional use permits shall be required for those uses which otherwise require such permit under the provisions of this Title 22, with the additions and deletions listed in this Part 8.

b. In addition to the findings for approval of conditional use permits required by Section 22.56.090, a conditional use permit shall not be approved unless the information submitted by the applicant and/or presented at the public hearing substantiates that the proposed use is consistent with the Blue Line Strategy Report or Green Line Strategy Report, as applicable.

c. Applicants shall pay 50 percent of the fees specified by Section 22.60.100 for conditional use permits for the following uses:

- Grocery stores.
- Offices, businesses or professional.
- Restaurants or other eating establishments, excluding drive-through facilities.
- Retail stores.

4. Nonconforming uses, buildings, and structures. In addition to the findings required by Section 22.56.1550 for approval of a nonconforming use, building, or structure review in a transit oriented district, an application for a nonconforming use or structure review shall not be approved unless the information submitted by the applicant and/or presented at the public hearing substantiates that proposed use, building or structure will not be in substantial conflict with the Blue Line Strategy Report or Green Line Strategy Report, as applicable.

22.44.430 Allowable Uses and Development Standards Applicable Within Specific Zones in All Transit Oriented Districts.

A. Zone R-2 (Two-Family Residence Zone). Structures and residences in zone R-2 shall be subject to the following development standards:

1. Lot coverage. The maximum lot coverage permitted in zone R-2 shall be 50 percent.
2. Yard requirements. Not more than 25 percent of the required front yard setback shall be utilized for vehicle access or storage.

B. Zone R-3 (Limited Multiple Residence Zone).

1. Uses. Additional uses subject to director's review. In addition to the uses listed in Section 22.20.280, if site plans therefore are first submitted to and approved by the director, density bonuses may be obtained for parcels in zone R-3 subject to the following:

- a. Infill development. Where development is proposed for vacant lots or on lots containing legal nonconforming uses, a density bonus of

25 percent shall be granted, subject to a director's review, to ensure that the proposed development conforms with the character of the area.

b. Lot consolidation. Where lot consolidation is proposed, a range of density bonuses shall be granted subject to the provision of amenities, such as but not limited to, recreation facilities, laundry facilities, and extra landscaping as follows:

i. Consolidation of lots totaling 15,000 square feet or more - ten percent density bonus.

ii. Consolidation of lots totaling 25,000 square feet or more - 15 percent density bonus.

2. Development standards.

a. Yard requirements. Not more than 25 percent of the required front yard shall be utilized for vehicle access and storage.

b. Lot coverage. The maximum lot coverage in zone R-3 shall be 50 percent.

c. Building configuration. Apartment houses shall be limited to a maximum of four dwelling units within a single structure. Apartment houses containing five or more dwelling units within a single structure shall require a conditional use permit.

C. Zone C-2 (Neighborhood Commercial Zone).

1. Uses.

a. Permitted uses. Parcels in zone C-2 may be used for any uses listed as a permitted use in Section 22.28.130, except that the following uses shall require a conditional use permit:

i. Sales.

- Automobile sales, sale of new motor vehicles.
- Boat and other marine sales.
- Recreational vehicle sales.
- Trailer sales, box and utility.

ii. Services.

- Air pollution sampling stations.
- Automobile rental and leasing agencies.
- Automobile service stations.
- Electric distribution substations, including microwave facilities.
- Gas metering and control stations, public utility.
- Lodge halls.
- Rental services.

b. Additional uses subject to director's review. In addition to the uses listed in Section 22.28.150, if site plans are first submitted to and approved by the director, parcels in zone C-2 may be used for the following:

- Adult day care facilities.
- Mixed commercial/residential developments.
- Outdoor dining, subject to the conditions listed in subsection G of Section 22.28.070.

- Rooming and boarding houses.
- Senior citizens and disabled persons housing developments.

- Signs, subject to the restrictions contained in subsection A.2 of Section 22.44.420.

c. Uses subject to permit. Except for the uses listed in subsection C.1.b of Section 22.44.430 as allowed subject to director's review, provided a conditional use permit has first been obtained as specified in Part 1 of Chapter 22.56, parcels in zone C-2 may be used for any use listed as subject to permit in subsection A of Section 22.28.160, subsections C.1.a.i and C.1.a.ii of this Section 22.44.430, and temporary uses as provided in Part 14 of Chapter 22.56.

2. Development standards.

a. Floor area.

i. The total gross commercial floor area in all buildings on any one parcel of land shall not exceed two times the total net area of such parcel

of land.

ii. The total gross mixed-use (commercial/residential) floor area on any one parcel of land shall not exceed three times the total net area of such parcel of land. The residential portion of a mixed-use structure shall constitute at least 33 percent of total gross floor area.

iii. One hundred percent of the ground floor space in a multi-story mixed-use (commercial/residential) building shall be devoted to commercial use.

b. Setbacks. Structures shall be constructed on a front property line, except that they may be constructed up to ten feet back from the property line if one or more of the following are located within the setback area:

- Display windows, highly visible.
- Landscaping.
- Outdoor dining facilities, subject to the conditions of subsection G of Section 22.28.070.
- Outdoor display/sales.
- Street furniture.

D. Zone C-3 (Unlimited Commercial Zone).

1. Uses.

a. Permitted uses. Parcels in zone C-3 may be used for any use listed as a permitted use Section 22.28.180, except that the following uses shall require a conditional use permit:

i. Sales.

- Auction houses.

- Automobile sales, sale of new and used motor vehicles.

- Boat and other marine sales.
- Ice sales.
- Mobilehome sales.
- Motorcycle, motor scooter, and trail bike sales.
- Recreational vehicle sales.
- Trailer sales, box and utility.

ii. Services.

- Air pollution sampling stations.

- Automobile battery service.

- Automobile brake repair shops.

- Automobile muffler shops.

- Automobile radiator shops.

- Automobile rental and leasing agencies.

- Automobile repair garages, excluding body and fender work, painting, and upholstering.

- Automobile service stations.
- Bakery goods distributors.
- Car washes, automatic, coin operated, and

hand wash.

- Dog training schools.
- Electric distribution substations, including

microwave facilities.

- Furniture transfer and storage.
- Gas metering and control stations, public

utility.

- Laboratories, research, and testing.
- Lodge halls.
- Mortuaries.
- Motion picture studios.
- Parcel delivery terminals.
- Radio and television broadcasting studios.
- Recording studios.
- Recreational vehicle rentals.
- Taxidermists.
- Tool rentals, including roto-tillers, power

mowers, sanders and saws, cement mixers, and other equipment.

- Trailer rentals, box and utility.
- Truck rentals, excluding trucks with a capacity

greater than two tons.

iii. Recreation and amusement.

- Amusement rides and devices.
- Carnivals.

b. Additional uses subject to director's review. In addition to the uses listed in Section 22.28.200, if site plans therefore are first submitted to and approved by the director, parcels in zone C-3 may be used for the following:

- Adult day care facilities.
- Health clubs or centers.
- Hotels.
- Mixed commercial/residential developments.
- Outdoor dining subject to the conditions listed in

subsection G of Section 22.28.070.

- Rooming and boarding houses.
- Senior citizens and disabled persons housing
- Signs, subject to the restrictions contained in

developments.

subsection A.2 of Section 22.44.420.

c. Uses subject to Permit. Except for the uses listed in subsection D.1.b of Section 22.44.430 as allowed subject to director's review, provided a conditional use permit has first been obtained as specified in Part 1 of Chapter 22.56, parcels in zone C-3 may be used for any use listed as subject to permit in subsection A of Section 22.28.210, subsections D.1.a.i, D.1.a.ii and D.1.a.iii of this

Section 22.44.430, and temporary uses as provided in Part 14 of Chapter 22.56.

2. Development standards.

a. Floor area.

i. The total gross commercial floor area in all buildings on any one parcel of land shall not exceed two times the total net area of such parcel of land.

ii. The total gross mixed-use (commercial/residential) floor area on any one parcel of land shall not exceed three times the total net area of such parcel of land. The residential portion shall constitute at least all floor area exceeding two times the total net area of such parcel.

b. Setbacks. Structures shall be constructed on the front property line, except that they may be constructed up to ten feet back from the front property line if one or more of the following are maintained within the setback area:

- Display windows, highly visible.
- Landscaping.
- Outdoor dining subject to the conditions of

subsection G of Section 22.28.070.

- Outdoor display/sales.
- Street furniture.

E. Zone R-3-P (Limited Multiple Residence Parking Combining Zone).

1. Uses.

a. Those uses and standards applicable in zone R-3, as modified by subsection B of this Section 22.44.430, and as further modified by subsection C.2 of Section 22.44.440 for all Blue Line TOD's, and by subsection C.2 of Section 22.44.450 for all Green Line TOD's.

b. Those uses and standards applicable in the ()-P (Parking) combining zone in Part 4 of Chapter 22.40, except that zone R-3, as above, shall be considered the basic zone.

22.44.440 Development Standards, Case Processing Procedures, and Allowable Uses Applicable within Blue Line Transit Oriented Districts.

A. Development standards.

1. Parking.

a. Except as otherwise provided in subsection b, below, the automobile parking requirements of Part 11 of Chapter 22.52 shall be reduced by 40 percent for new construction, additions, alterations, and changes of use. This percentage reduction shall not apply to additions and alterations, of existing single-family detached structures which shall continue to be subject to the full requirements of Part 11 of Chapter 22.52.

b. For the following uses, the automobile parking requirements of Part 11 of Chapter 22.52 shall be reduced by 60 percent:

- Banks.
- Barber shops.
- Beauty shops.
- Child care centers.
- Colleges and universities, including appurtenant

facilities, giving advanced academic instruction approved by the state board of education or other recognized accrediting agency, but excluding trade schools.

- Community centers.
- Day care centers.
- Delicatessens.
- Drug stores/pharmacies.
- Dry cleaning establishments, excluding wholesale

dry-cleaning plants.

- Employment agencies.
- Grocery stores.
- Ice cream shops.
- Libraries.
- Restaurants.
- Schools, business or professional, including art,

barber, beauty, dance, drama, and music, but not including any school specializing in manual training, shop work, or in the repair and maintenance of machinery or mechanical equipment.

2. Signs. Notwithstanding the provisions of Part 10 of Chapter 22.52, the following standards shall apply to all signs:

a. Window signs. Window signs shall be displayed on the interior of windows or door windows only; and

b. Freestanding signs. Freestanding signs shall:

i. Be permitted only on lots with street frontage of at least 100 feet;

ii. Have a solid base that rests directly on the ground;

iii. Not exceed five feet in height measured vertically from ground level at the base of the sign;

iv. Not exceed 40 square feet in area per sign face; and

v. Not be located in nor extend above any public right-of-way or public sidewalk area.

c. Awning signs. The following standards shall apply to awning signs:

i. The allowance for wall signs shall not be applicable to or include awning signs;

ii. Awning signs shall:

(A). For the ground floor, not exceed 20 percent of the exterior surface area of each awning;

(B). For the second floor, not exceed ten percent of the exterior surface area of each awning;

(C). Not be permitted above the second floor; and

(D). Be limited to a maximum letter height of ten

inches.

3. Residential uses--fences. Where fences are to be located in required front and corner side yards in residential zones, the following standards shall apply:

a. If chain link or wrought-iron style fences are utilized, such fences may be constructed up to a height of four feet;

b. With a director's review, wrought-iron style fences of up to six feet in height shall be allowed. The director may impose such conditions on the fence design as are appropriate to assure public safety, community welfare, and compatibility with all applicable development standards for residential uses; and

c. Those portions of fences more than 42 inches high must be substantially open, except for pillars used in conjunction with wrought-iron style fences, and shall not cause a significant visual obstruction. No slats or other view-obscuring materials may be inserted into or affixed to such fences.

4. Commercial and mixed-use (commercial/residential) buildings.

a. Pedestrian character. At least 20 percent of the total building façade shall be composed of recessed windows, balconies, offset planes, or other architectural or decorative features.

b. Mixed-use (commercial/residential) development. The provisions of subsections A, B, C, and E of Section 22.40.590 (Development Standards

for zone []-CRS) shall apply to mixed commercial/residential developments irrespective of the specific zone classification of the particular parcel.

c. Landscape plan. Street furniture and related paving of up to 25 percent of the landscaped area, to a maximum of 250 square feet, may be substituted for required landscaped area.

5. Street, sidewalk, and planting strip standards.

a. Planting strip. All streets shall be designed so that a minimum six-foot wide, landscaped planting strip separates the sidewalk from the street.

b. Street and sidewalk dimensions. In order to insure pedestrian safety by slowing vehicular traffic and narrowing crosswalk lengths, new commercial and mixed-use developments shall include a narrowing of adjoining streets at pedestrian crossings, if acceptable to the department of public works.

B. Case processing procedures for nonconforming buildings, uses, and structures. All nonconforming buildings and structures nonconforming due to use, and buildings and structures nonconforming due to standards are subject to regulation as specified by Section 22.56.1540, except as modified herein. The effective date which commenced the running of the amortization periods contained in subsection B.1.f of Section 22.56.1540 for all Blue Line transit oriented districts, shall be August 5, 1999, the effective date of Ordinance No. 99-0057, and the listing of periods for discontinuance and removal below shall supersede those set forth in

subsections B.1.f.i through iv of Section 22.56.1540 for the following building types as follows:

1. Type IV and Type V buildings used as:
 - a. Three-family dwellings, apartment houses, and other buildings used for residential occupancy, 35 years;
 - b. Stores and factories, ten years; and
 - c. Any other building not herein enumerated, ten years;
2. Type III buildings used as:
 - a. Three-family dwellings, apartment houses, offices, and hotels, 40 years;
 - b. Structures with stores below and residences, offices or a hotel above, 40 years;
 - c. Warehouses, stores, and garages, 15 years; and
 - d. Factories and industrial buildings, 15 years.
3. Type I and II buildings used as:
 - a. Three-family dwellings, apartment houses, offices, and hotels, 50 years;
 - b. Theaters, warehouses, stores, and garages, 20 years; and
 - c. Factories and industrial buildings, 15 years.
4. The termination periods enumerated in subsections B.1, B.2, and B.3 of this Section 22.44.440, above, shall not apply to apartment houses which are rendered nonconforming due to subsection B.2.c. of Section 22.44.430.

C. Uses and standards applicable in specific zones.

1. Zone R-2 (Two-Family Residence Zone).

a. Uses.

i. Additional uses subject to director's review. In addition to the uses listed in Section 22.20.190, if site plans are first submitted to and approved by the director, a density bonus of up to 50 percent may be obtained for parcels in zone R-2 provided that:

(A). At least 33 percent of the total dwelling units in the development are provided for lower income households or at least 50 percent of the total dwelling units in the development are provided for qualifying senior citizens as defined in section 51.3 of the Civil Code; and

(B). A covenant and agreement is recorded in the county recorder's office to ensure the occupancy of the bonus units by qualifying senior citizens or lower-income households for a period of 30 years.

ii. Additional uses subject to permit. In addition to the uses subject to permit listed in Section 22.20.200, provided that a conditional use permit has first been obtained as specified in Part 1 of Chapter 22.56, parcels in zone R-2 may be used for the following:

- Grocery stores.
- Offices, business or professional.
- Restaurants and other eating establishments,

excluding drive-through facilities.

- Retail stores.

b. Development Standards. Notwithstanding the yard requirements in Section 22.20.220, parcels in zone R-2 shall be subject to the following:

i. Corner side and rear yards setbacks are subject to the provisions of Section 22.20.320.

ii. Front yard setbacks shall be at least ten feet in depth; and

iii. Interior side yard setbacks may be reduced from the five feet minimum to zero feet subject to the yard modification procedure and provided that a minimum distance of ten feet is maintained between the subject buildings and the buildings on the adjoining lot.

2. Zone R-3 (Limited Multiple-Residence Zone).

a. Uses.

i. Additional uses subject to director's review. In addition the uses listed in Section 22.20.280, if site plans are first submitted to and approved by the director, parcels in zone R-3 may be used for:

(A). Restaurants and incidental service concessions offering newspapers, tobacco, notions, grocery, and similar items in apartment house developments, provided that at least 50 percent of the developed area is devoted to residential use. The floor space of any outdoor dining area shall be included in the calculation of developed area.

(B). Affordable and senior citizen housing. A density bonus of up to 50 percent shall be allowed in compliance with the following provisions:

(1). At least 33 percent of the dwelling units in the development are provided for lower-income households; or at least 50 percent of the total dwelling units in the development are provided for qualifying senior citizens as defined in section 51.3 of the Civil Code; and

(2). A covenant and agreement is recorded in the county recorder's office to ensure the occupancy of the bonus units by qualifying senior citizens or lower income households for a period of 30 years.

ii. Additional uses subject to permit. In addition to the uses subject to permit listed in Section 22.20.290, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone R-3 may be used for the following:

- Apartment houses containing five or more dwelling units within a single structure.
- Grocery stores.
- Offices, business or professional.
- Restaurants or other eating establishments, excluding drive-through facilities.
- Retail stores.

b. Development Standards. Notwithstanding the yard requirements in Section 22.20.320, parcels in zone R-3 shall be subject to the following:

i. Front yard setbacks shall be at least ten feet in depth; and

ii. Interior side yard setbacks may be reduced from the five feet minimum to zero feet subject to the yard modification procedure and provided that a minimum distance of ten feet is maintained between the subject buildings and the buildings on the adjoining lot.

3. Zone R-4 (Unlimited Residence Zone).

a. Uses.

i. Additional uses subject to director's review. In addition to the uses listed in Section 22.20.360, if site plans therefore are first submitted to and approved by the director, parcels in zone R-4 may be used for the following uses:

(A). Restaurants and incidental commercial service concessions offering newspapers, tobacco, notions, grocery, and similar items in apartment house developments, provided that at least 50 percent of the developed area is devoted to residential use. The floor space of any outdoor dining area shall be included in the calculation of developed area.

(B) Restaurants and incidental commercial service concessions offering newspapers, tobacco, notions, grocery, and similar items in hotel developments having not less than 20 guest rooms.

ii. Additional uses subject to permit. In addition to the uses subject to permit listed in Section 22.20.370, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone R-4 may be used for the following:

- Grocery stores.
- Offices, business or professional.
- Restaurants and other eating establishment, excluding drive-through facilities.

- Retail stores.

b. Development Standards.

i. Height limits. No building or structure in zone R-4 shall exceed 40 feet in height above grade, except for chimneys and rooftop antennas.

ii. Yard requirements. Notwithstanding the yard requirements in Section 22.20.380, parcels in zone R-4 shall be subject to the following:

(A). Interior side yard setbacks may be reduced from the five feet minimum to zero feet subject to the yard modification procedure and provided that at least ten feet in distance is maintained between the subject buildings and the buildings on the adjoining lot.

(B). Not more than 25 percent of the required front yard setback shall be utilized for vehicle access or storage.

4. Zone C-2 (Neighborhood Commercial Zone).

a. Uses.

i. Additional uses subject to director's review. In addition to the uses listed in Section 22.28.150, if site plans are first submitted to and approved by the director, parcels in zone C-2 may be used for:

- Apartment houses.
- Residences, single-family.
- Residences, two-family.
- Theaters and auditoriums.

ii. Additional uses subject to permit. Except for the uses listed in subsection C.4.a.i of this Section 22.44.440 as allowed subject to directors review, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone C-2 may be used for any use listed as a use subject to permit in subsections C.1.a and C.1.c of Section 22.44.430.

b. Development standards. Parcels in zone C-2 shall be subject to the following development standards:

i. Height limits. Mixed-use (commercial/residential) buildings in which residential portions constitute as least 33 percent of total gross floor area may be constructed to a maximum height of 45 feet above grade, excluding chimneys and rooftop antennas.

ii. Floor area. At least 50 percent of the floor space of a single-story mixed-use building must be devoted to commercial use.

5. Zone C-3 (Unlimited Commercial Zone).

a. Uses.

i. Additional uses subject to director's review. In addition to the uses listed in Section 22.28.200 and subsection D.1.b of Section 22.44.430, if site plans are first submitted to and approved by the director, parcels in zone C-3 may be used for the following:

- Apartment houses.
- Residences, single-family.
- Residences, two-family.
- Theaters and other auditoriums.

ii. Additional uses subject to permit. Except for the uses listed as subject to director's review in subsection C.5.a.i of Section 22.44.430, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone C-3 may be used for any use listed as subject to permit in subsections D.1.a and D.1.c of Section 22.44.430.

b. Development standards.

i. Height limits.

(A). Commercial buildings may be constructed to a maximum height of 45 feet above grade, excluding chimneys and rooftop antennas.

(B). Mixed-use (commercial/residential) buildings in which residential portions constitute at least 33 percent of all floor area may be constructed to a maximum height of 60 feet above grade, excluding chimneys and

rooftop antennas.

ii. Floor area. At least 50 percent of the floor space of a single-story structure and 100 percent of the ground floor space of a multi-story structure in a mixed-use building must be devoted to commercial uses.

6. Zone C-M (Commercial Manufacturing Zone).

a. Uses.

i. Permitted uses. Parcels in zone C-M may be used for any use listed as a permitted use in Section 22.28.230, except that the following uses shall require a conditional use permit:

(A). Sales.

- Auction houses.
- Automobile sales, sale of new and used motor vehicles.
- Boat and other marine sales.
- Ice sales.
- Mobile home sales.
- Motorcycle, motor scooter, and trail bike sales.
- Recreational vehicle sales.
- Trailer sales, box and utility.

(B). Services.

- Air pollution sampling stations.
- Automobile battery service.
- Automobile brake repair shops.
- Automobile muffler shops.
- Automobile radiator shops.
- Automobile rental and leasing agencies.
- Automobile repair garages, excluding

body and fender work, painting, and upholstering.

- Automobile service stations.
- Car washes, automatic, coin operated,

and hand wash.

- Electric distribution substations,

including microwave facilities.

- Furniture transfer and storage.
- Gas metering and control stations,

public utility.

- Laboratories, research, and testing.
- Lodge halls.
- Mortuaries.
- Motion picture studios.
- Parcel delivery terminals.

studios.

- Radio and television broadcasting
- Recording studios.
- Recreational vehicle rentals.
- Revival meetings, tent, temporary.
- Taxidermists.
- Tire retreading or recapping.
- Tool rentals, including roto-tillers, power

mowers, sanders and saws, cement mixers, and other equipment.

- Trailer rentals.
- Truck rentals.

(C). All uses listed under subsections B and C of

Section 22.28.230.

ii. Accessory uses. Parcels in zone C-M may be used for any use listed as an accessory use under subsections A and B of

Section 22.28.240.

iii. Additional uses subject to director's review. In addition to the uses listed in Section 22.28.250, if site plans are first submitted to and approved by the director, parcels in zone C-M may be used for the following:

- Adult day care facilities.
- Apartment houses.
- Health clubs or centers.

- Hotels.
- Mixed commercial/residential developments.
- Outdoor dining, subject to the conditions listed

in subsection G of Section 22.28.070.

- Residences, single-family.
- Residences, two-family.
- Rooming and boarding houses.
- Senior citizen and disabled persons housing

developments.

- Signs as provided in subsection A.2 of Section

22.44.420 and subsection A.2 of this Section 22.44.440.

- Theaters and other auditoriums.

iv. Uses subject to permit. Provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone C-M may be used for the following:

(A). Any use listed as a use subject to permit in subsection A of Section 22.28.260, excluding uses subject to director's review pursuant to subsection C.6.a.iii of this Section 22.44.440; and

(B). Any use listed as a use subject to permit in subsection C.6.a.i of this Section 22.44.440.

b. Development standards.

i. Height limits. No commercial building shall exceed 40 feet in height excluding chimneys and rooftop antennas.

ii. Floor area.

(A). Commercial floor area. The total gross commercial floor area in all the buildings on any one parcel of land shall not exceed 1.8 times the total net area of such parcel of land.

(B). Mixed-use (commercial/residential) buildings.

(1). The total gross mixed-use floor area on any one parcel of land shall not exceed 2.7 times the total net area of such parcel of land.

(2). The residential portion shall constitute at least all floor area exceeding 1.8 times the total net area of such parcel of land.

(3). At least 50 percent of the floor space of a single-story structure and 100 percent of the ground floor space of a multistory structure in a mixed-use building must be devoted to commercial or manufacturing uses.

iii. Lot coverage. The maximum lot coverage shall be 80 percent of the net area of such parcel of land.

iv. Setbacks. Structures shall be built on a front property line, except that they may be constructed up to 15 feet back from the front property line if one or more of the following are maintained within the setback area:

- Display windows.
- Landscaping.
- Outdoor dining facilities.
- Outdoor display/sales.
- Street furniture.

D. Development standards applicable in individual Blue Line Transit Oriented Districts.

1. Slauson Station Transit Oriented District.

a. Paving material. Pedestrian circulation areas and driveway entrances within the boundaries of private, commercially developed property shall be developed with textured and/or colored pavement.

2. Florence Station Transit Oriented District.

a. Colors. For commercial development, muted pastel colors are recommended as the primary or base building color. Darker, more colorful paints should be used as trim colors for cornices, graphics, and window and door frames.

b. Paving material. Pedestrian circulation areas and driveway entrances within the boundaries of private, commercially developed property shall be developed with colored and/or textured pavement.

3. Firestone Station Transit Oriented District.

a. Colors. For commercial development, muted pastel colors are recommended as the primary or base building color. Darker, more colorful paints should be used as trim colors for cornices, graphics, and window and door frames.

b. Paving material. Pedestrian circulation areas and driveway entrances within the boundaries of private commercially developed property shall be developed with colored and/or textured pavement.

c. Wall finish. In order to preserve and enhance a mixed urban use environment on Firestone Boulevard, building walls shall be constructed primarily of stucco, brick, or other materials as approved by the director.

4. Imperial Station Transit Oriented District.

a. Reserved.

22.44.450 Development Standards, Case Processing Procedures and Allowable Uses Applicable within Green Line Transit Oriented Districts.

A. Development standards.

1. Parking.

a. Automobile parking requirements of Part 11 of Chapter 22.52 shall be reduced by 25 percent for new construction, additions, alterations, and changes of use for the following commercial uses:

- Bakeries.
- Banks/check cashing establishments.
- Barber shops.
- Beauty shops.
- Child care centers.
- Coffee houses/Juice bars.

- Colleges and universities, including appurtenant facilities, giving advanced academic instruction approved by the state board of education or other recognized accrediting agency, but excluding trade schools.

- Community centers.
- Copy/mail services, retail.
- Day care centers.
- Delicatessens.
- Donut shops.
- Drug stores and/or pharmacies.
- Dry cleaning establishments, excluding wholesale dry cleaning plants.

- Employment agencies.
- Flower shops.
- Grocery stores.
- Hardware stores.
- Ice cream shops.
- Libraries.
- Restaurants.
- Schools, business and professional, including art, barber, beauty, dance, drama, and music, but not including any school specializing in manual training, shop work, or in the repair and maintenance of machinery or mechanical equipment.

- Shoe repair/alterations.
- Stationary stores.
- Video sales and rentals.

b. Any commercial use may receive up to a five percent reduction in required parking spaces when open leisure areas with benches and other streetscape furniture appropriate for relaxing and eating are provided to the satisfaction of the director. This five percent reduction may be added to the reduction allowed in subsection A.1.a of this Section 22.44.450.

c. Parking for handicapped persons shall be calculated based on the total number of parking spaces required prior to any reduction allowed by subsections A.1.a and A.1.b of this Section 22.44.250, or based on the total number of parking spaces actually provided if greater.

2. Signs. Freestanding signs, including pole signs and A-frame sandwich signs, shall be prohibited.

3. Residential uses. With the exception of fully subterranean structures, all parking shall:

- a. Where related to multiple-family structures, be located in the rear of the housing development; and
- b. Be completely screened with walls and/or landscaping so that it is not visible from the street that provides frontage except from the access driveway.

4. Commercial and mixed-use (commercial/residential) buildings.
 - a. Mixed-uses (commercial/residential).
 - i. Single story mixed-use buildings are prohibited.
 - ii. The ground floor space in a mixed-use (commercial/residential) building shall be devoted solely to commercial uses.
 - iii. Retail uses shall be prohibited on all floors except the ground floor.
 - iv. Where office commercial and residential uses are located on the same floor, they shall not have common entrance hallways or entrance balconies.
 - v. Where office commercial and residential uses have a common wall, such wall shall be constructed to minimize the transmission of noise and vibration between the uses.
 - vi. Separate commercial and residential parking spaces must be provided and specifically designated by posting, pavement marking and/or physical separation.
 - b. Pedestrian character. The following standards shall apply in the interest of achieving a pedestrian character:
 - i. Recessed stories. Third and fourth stories of commercial and mixed-use buildings shall be recessed a successive minimum of at least ten feet on each story; and

ii. Paving material. Pedestrian circulation areas and driveway entrances within the boundaries of private property may be developed with colored stamped concrete.

iii. Types of pedestrian amenities. In addition to the amenities listed in subsection A.6.d of Section 22.44.420, pedestrian amenities may also include leisure areas, open, with benches and other street furniture appropriate for relaxation and eating.

5. Public spaces.

a. Types of public spaces. In addition to the uses listed in subsection A.5.b of Section 22.44.420, the following types of public spaces may also be provided:

- Leisure areas, open, including benches and other street furniture appropriate for relaxation and eating.

b. Amenities in public spaces. In order to create pleasing and convenient leisure areas, public space shall be furnished with amenities such as trees, landscaping, benches, trash containers, and water fountains.

B. Case processing procedures.

1. Nonconforming buildings, uses, and structures. All buildings, uses and structures that are nonconforming due to use, and buildings and structures that are nonconforming due to standards are subject to regulation as specified by Section 22.56.1540, except that the following amortization provisions shall apply:

a. Where a nonconforming use is carried on in a conforming structure, a ten-year amortization period shall apply, except where the provisions of subsection C of Section 22.56.1540 apply.

b. Where a nonconforming use is carried on in a nonconforming structure, the provisions of subsection B.1.f of Section 22.56.1540 shall apply, except that the termination periods enumerated therein shall not apply to apartment houses which are rendered nonconforming due to subsection B.2.c of Section 22.44.430.

2. Conditional use permits. Applicants shall pay 50 percent of the fees specified by Section 22.60.100 for conditional use permits, if required, for the following uses:

- Child care centers.
- Community centers.
- Libraries.

C. Uses and standards applicable in specific zones.

1. Zone R-2 (Two-Family Residence Zone).

a. Uses.

i. Additional uses subject to director's review. In addition to the uses listed in Section 22.20.190, if site plans are first submitted to and approved by the director, parcels in zone R-2 may receive the following density bonuses:

(A). Infill development. Where there are vacant lots or nonconforming uses in zone R-2, infill development is encouraged. A density bonus of 25 percent shall be allowed for development on such lots, subject to a director's review to ensure that the proposed development is compatible with the height, bulk, and colors of existing surrounding development.

(B). Lot consolidation. If amenities such as, but not limited to, recreation facilities, laundry facilities, and significant landscaping are provided to the satisfaction of the director, a lot consolidation may qualify for the following density bonuses:

(1). Consolidation of lots with a combined total of 15,000 square feet up to 24,999 square feet: ten percent density bonus.

(2). Consolidation of lots with a combined total of 25,000 square feet or more: 15 percent density bonus.

(C). Affordable and senior housing. A density bonus of up to 50 percent may be granted if the project complies with the affordable and senior housing provisions of Section 22.56.202.

(D). Total of combined density bonus grants. In the event that a project may qualify for more than one category of density bonuses pursuant to this subsection C.1.a.i the total combined density bonus granted under these provisions shall not exceed 50 percent.

ii. Additional uses subject to permit. In addition to the uses subject to permit listed in Section 22.20.200, provided that a conditional use permit has

first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone R-2 may be used for the following:

- Grocery stores, limited to 5,000 square feet in gross floor area and located on corner lots, and which may be extended to an immediately adjacent lot.
- Restaurants, limited to 5,000 square feet in gross floor area and located on corner lots, and which may be extended to an immediately adjacent lot.
- Restaurants, incidental, and incidental commercial service concessions offering newspapers, tobacco, notions, grocery, and similar items in apartment house developments, provided that at least 50 percent of the developed area is devoted to residential use. The floor space of any outdoor dining area shall be included in the calculation of developed area.

iii. Prohibited uses. The following uses shall be prohibited:

- Airports.
- Cemeteries.
- Earth stations.
- Electric distribution substations.
- Explosives storage.
- Gas metering and control stations, public utility.
- Heliports.
- Helistops.

- Landing strips.
- Oil wells.
- Radio and television stations and towers.
- Sewage treatment plants.
- Surface mining operations.
- Water reservoirs.

b. Development standards.

i. Signs for commercial uses in multiple-family

residential buildings. Notwithstanding the provisions of Part 10 of Chapter 22.52, signs shall be subject to the following standards:

(A). Incidental restaurants and service commercial uses. Where incidental restaurants and service commercial uses within apartment houses are authorized by this Part 8, related signs shall:

(1). Be limited to 12 inches in height and 18 inches in width; and

(2). Not be visible from any public right-of-way.

(B). Small grocery and restaurant establishments. Small grocery and restaurant establishments for corner and corner-adjoining lots authorized by this Part 8, may be allowed either one wall sign or one projecting sign subject to the following:

(1). Wall signs. Wall signs shall:

(a). Be limited to 15 square feet in size; and

(b). Contain letters of not more than

18 inches in size.

(2). Projecting signs. Projecting signs, including

awning signs, shall:

(a). Be limited to seven and one-half square

feet in size;

(b). Contain letters of not more than ten

inches in height; and

(c). Not project beyond the face of the

building in excess of 50 percent of the limitations set forth in diagram A of

subsection C.1 of Section 22.52.900.

ii. Street, sidewalk and planting strip development standards.

Streets shall be designed so that a minimum six-foot wide, landscaped planting strip separates the sidewalk from the street.

2. Zone R-3 (Limited Multiple-Residence Zone).

a. Uses.

i. Additional uses subject to director's review. In

addition to the uses listed in Section 22.20.280, if site plans are first submitted to and approved by the director, parcels in zone R-3 may be used for:

(A). Affordable and senior citizen housing. A density bonus of up to 50 percent may be granted if the project complies with the affordable and senior housing provisions of Section 22.56.202; and

(B). In the event that a project may qualify for more than one category of density bonus pursuant to this subsection C.2.a.i of this Section 22.44.450, the total combined density bonus granted under these provisions shall not exceed 50 percent.

ii. Additional uses subject to permit. In addition to the uses subject to permit listed in Section 22.20.290, provided that a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone R-3 may be used for the following:

- Grocery stores, limited to 5,000 square feet in gross floor area and located on corner lots, and which may be extended to an immediately adjacent lot.

- Apartment houses containing five or more dwelling units within a single structure. The director shall develop and maintain architectural and decorative accent guidelines which shall be applicable to residences containing five or more dwelling units within a single structure.

- Restaurants, excluding drive-through facilities, limited to 5,000 square feet in gross floor area and located on corner lots, and which may be extended to an immediately adjacent lot.

- Restaurants, incidental, and incidental commercial service concessions offering newspapers, tobacco, notions, grocery, and similar items in apartment house developments, provided that at least 50 percent of the developed area is devoted to residential use. The floor space of any outdoor dining area shall be included in the calculation of developed area.

iii. Prohibited uses. The following uses shall be prohibited:

- Airports.
- Cemeteries.
- Earth stations.
- Electric distribution substations.
- Explosives storage.
- Gas metering and control stations, public utility.
- Heliports.
- Helistops.
- Landing strips.
- Oil wells.
- Radio and television stations and towers.
- Sewage treatment plants.
- Subsurface mining operations.
- Water reservoirs.

b. Development standards. The development standards set forth in subsection C.1.b of this Section 22.44.450 shall apply.

3. Zone C-2 (Neighborhood Commercial Zone).

a. Uses.

i. Additional uses subject to director's review. In addition to the uses listed in Section 22.28.150, if site plans are first submitted to and approved by the director, parcels in zone C-2 may be used for:

- Newsstands.

ii. Additional uses subject to permit. Provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone C-2 may be used for the following:

(A). Any use listed as a use subject to permit in subsections C.1.a and C.1.c of Section 22.44.430.

(B). The following additional uses:

- Automobile repair and installation, when incidental to the sale of new automobiles, automobile service stations, and automobile supply stores;

- Automobile supply stores.

- Automobile washing, waxing, and polishing, when incidental to the sale of new automobiles and automobile service stations.

- Trailer rentals, box and utility only,
accessory to automobile service stations.

- b. Development standards.

- i. Setbacks. Structures shall be constructed on a front property line, except that they may be constructed up to ten feet back from the front property line if one or more of the following is located within the setback area:

- (A). The amenities listed in subsection C.2.b of Section 22.44.430; and

- (B). Leisure areas, open, with benches and other street furniture appropriate for relaxing and eating.

- 4. Zone C-3 (Unlimited Commercial Zone).

- a. Additional uses subject to permit. In addition to the uses subject to permit listed in Section 22.28.210, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone C-3 may be used for the following:

- Automobile body and fender repair and painting and upholstery, when incidental to new automobile sales.

- Boat repair, minor repairs incidental to the sale of boats.

- b. Development standards.

- i. Height limits.

(A). Mixed-Use (commercial/residential) buildings in which residential portions constitute less than 33 percent of all floor area shall be restricted to a height of 35 feet above grade, excluding chimneys and roof antennas.

(B). Mixed-use (commercial/residential) buildings in which residential portions constitute at least 33 percent of all floor area may be constructed to a maximum of 45 feet in height, excluding chimneys and roof antennas.

ii. Setbacks. Structures shall be constructed on a front property line, except that they may be constructed up to ten feet back from the front property line if one or more of the following is located within the setback area:

(A). Those amenities listed in subsection D.2.b of Section 22.44.430; or

(B). Leisure areas, open, with benches and other street furniture appropriate for relaxation and eating.

D. Development standards applicable in individual Green Line Transit Oriented Districts.

1. Vermont Station Transit Oriented District.

a. Reserved.

2. Hawthorne Station Transit Oriented District.

a. Reserved.

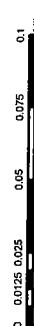
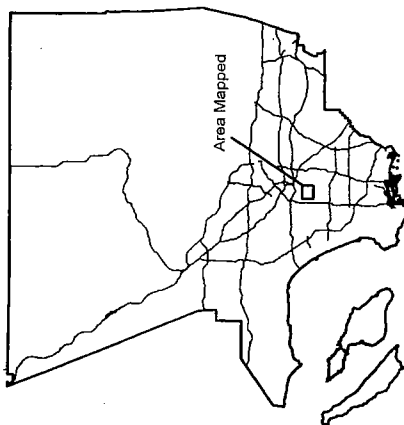
[TODOrdinancePG]

Boundary of the Slauson Station Blue Line Transit Orientated District

Legend:

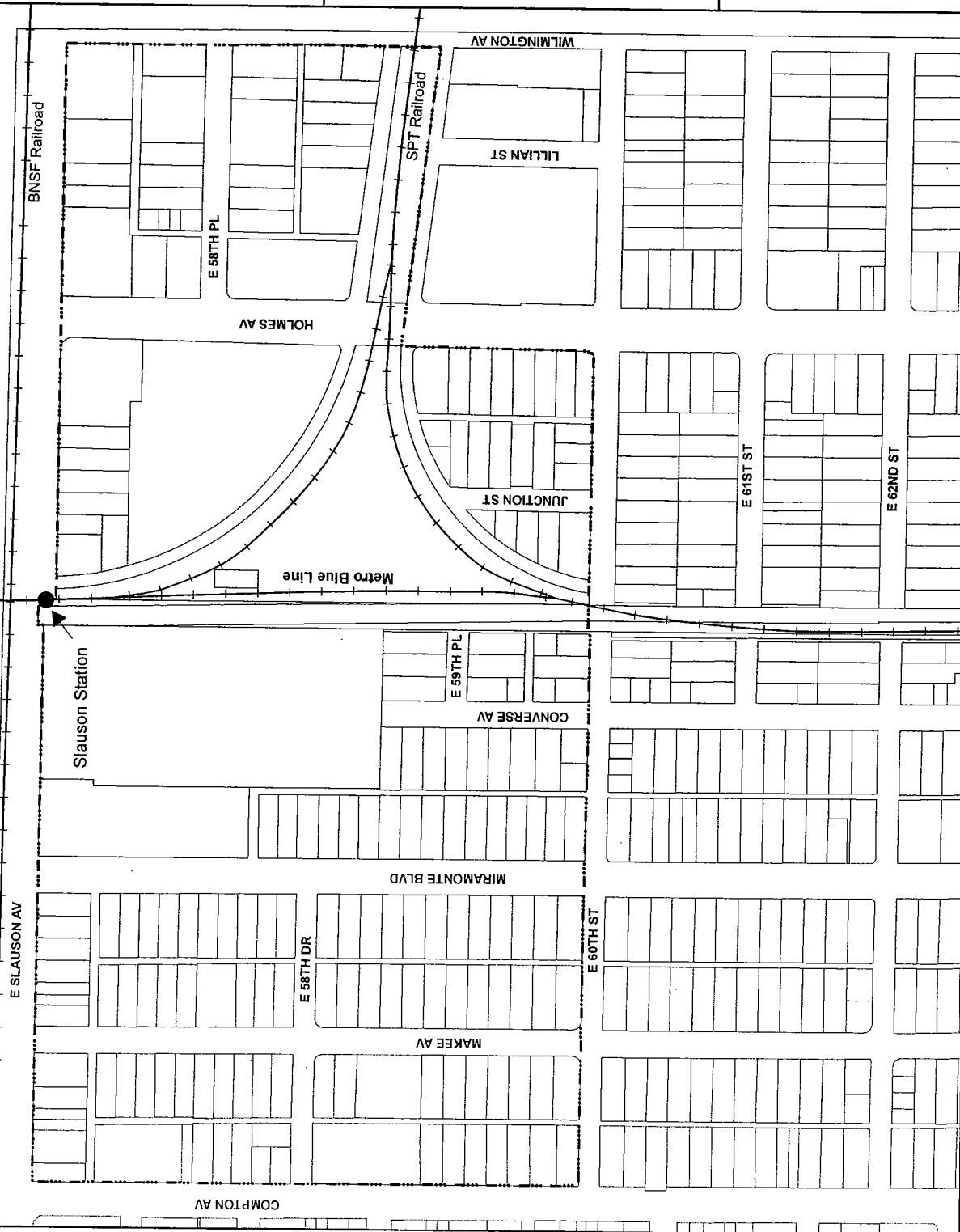
- Blue Line Station
- +— Railroad
- Unincorporated Area Parcels
- - - Slauson Station TOD Boundary

Key Map:



Los Angeles County
Department of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012

City of Los Angeles

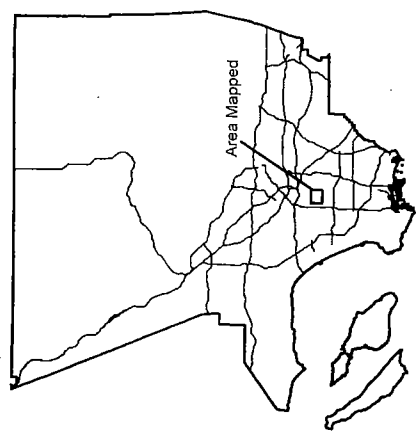


Boundary of the Florence Station Blue Line Transit Orientated District

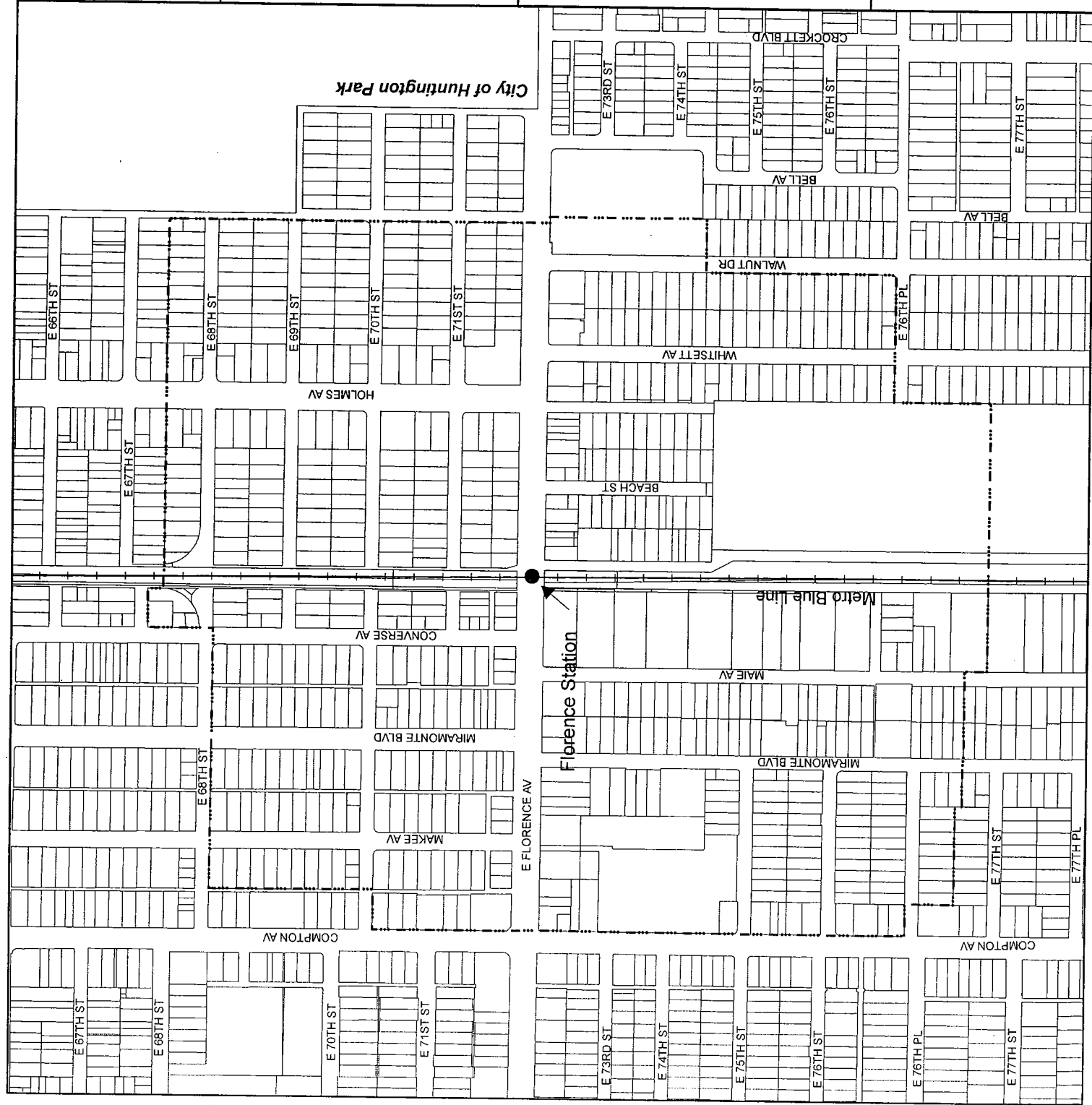
Legend:

- Blue Line Station
- +— Railroad
- Unincorporated Area Parcels
- Florence Station TOD Boundary

Key Map:



Los Angeles County
Department of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012



This map illustrates the street layout surrounding Firestone Station, a major transit hub. The station is located at the intersection of E Firestone Blvd and E 87th St. The map shows a dense grid of streets, including E 82nd St, E 83rd St, E 84th St, E 85th St, E 86th St, E 87th St, E 88th St, and E 89th St. Key streets shown include E 82nd St, E 83rd St, E 84th St, E 85th St, E 86th St, E 87th St, E 88th St, and E 89th St. The map also shows the location of Firestone Station, marked with a black dot and labeled 'Firestone Station'. The Metro Blue Line is shown running horizontally across the middle of the map. Other streets shown include E 82nd St, E 83rd St, E 84th St, E 85th St, E 86th St, E 87th St, E 88th St, and E 89th St. The map is oriented with North at the top.

A map of the State of New Jersey with a rectangular box in the northeast corner indicating the study area. The box is located near the New York City area. The text "Area Mapped" is written vertically next to the box.



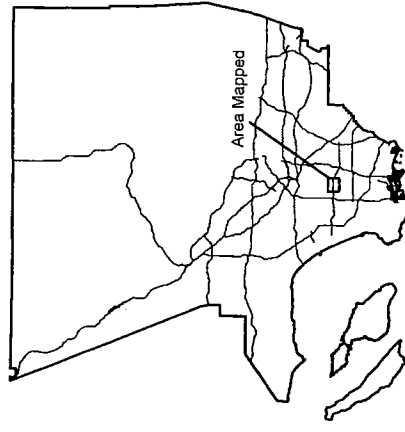
Los Angeles County
Department of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012

Boundary of the Imperial Station Blue Line Transit Orientated District

Legend:

- Blue Line Station
- Freeways
- +— Railroad
- Unincorporated Parcels
- Imperial Station TOD Boundary

Key Map:



Los Angeles County
Department of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012

City of Los Angeles

Imperial Station

105
Metro Green Line

Willowbrook Av
Metro Blue Line

E 117TH ST

E 118TH ST

E 120TH ST

E 119TH ST

E 120TH ST

E 120TH ST

HARMAN AV
E 117TH ST
HUGO AV
E 118TH ST
WILLOWBROOK AV

WILMINGTON AV

BANDERA AV

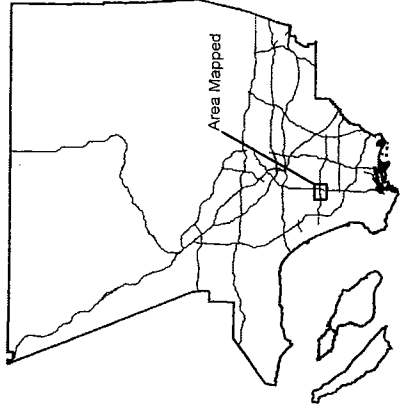
HOLMES AV

**Boundary of the Vermont Station
Green Line
Transit Orientated District**

Legend:

- Freeway
- Green Line Station
- +— Railroad
- Unincorporated Area Parcels
- Vermont Station TOD Boundary






Key Map:



Los Angeles County
Department of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012



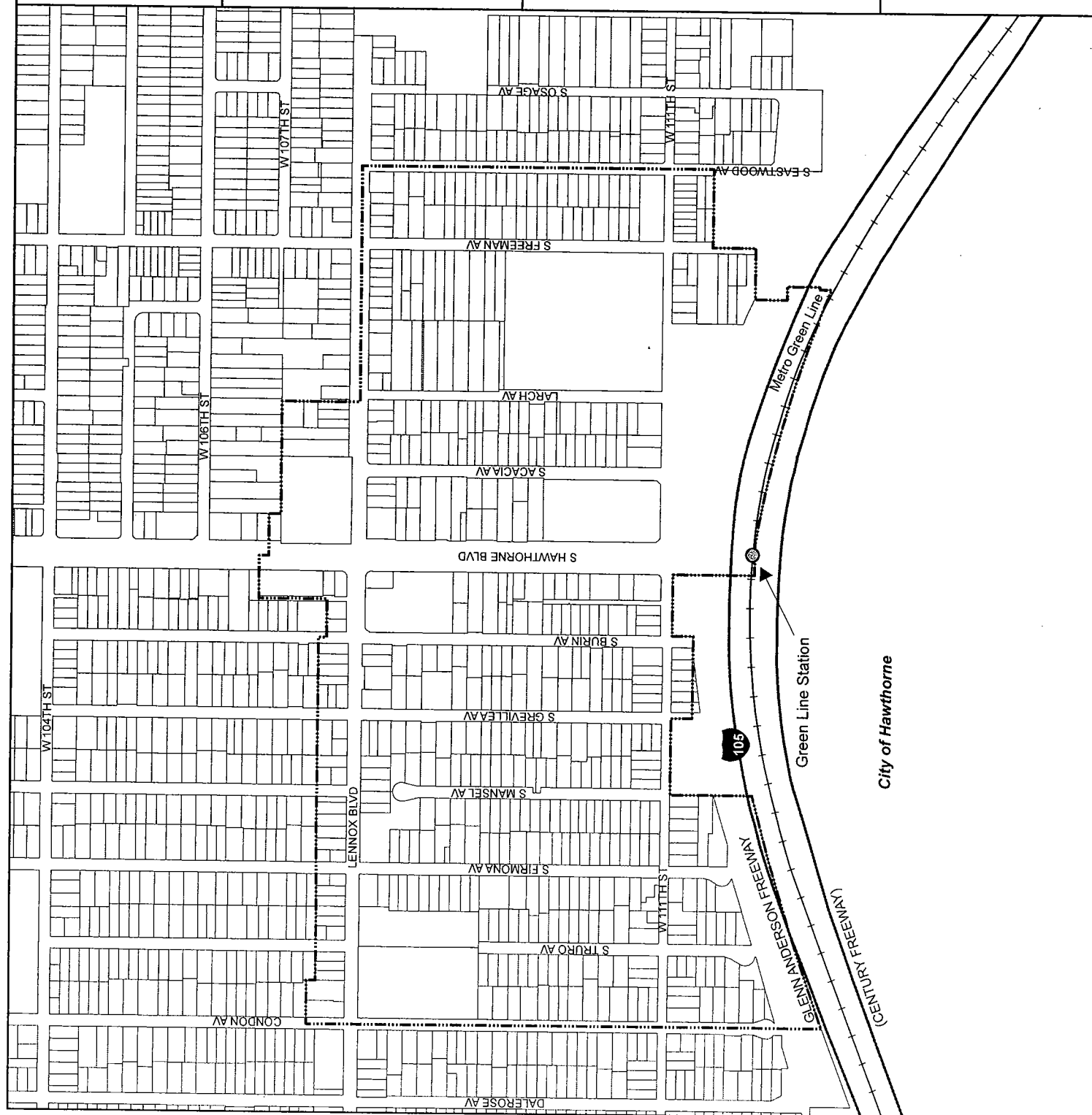
Legend:

-  Freeways
 Green Line Station
 Railroad
 Unincorporated Area Parcels
 Hawthorne Station TOD Boundary

A map of the state of Nevada showing its county boundaries. A rectangular box in the central-eastern part of the state indicates the 'Area Mapped'. An arrow points from this box to a larger, more detailed map of the same area shown in the adjacent figure.



Los Angeles County
Department of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012



ZONING CASE NO. 00-22-(2)

ORDINANCE NO. _____

An ordinance amending Section 22.16.230 of Title 22 - Planning and Zoning of the Los Angeles County Code, changing regulations for the execution of the General Plan, relating to Lennox Zoned District No. 63 and West Athens-Westmont Zoned District No. 128.

The Board of Supervisors of the County of Los Angeles ordains as follows:

SECTION 1. Section 22.16.230 of the County Code is amended by amending the maps of the Lennox Zoned District No. 63 and West Athens-Westmont Zoned District No. 128, as shown on the maps attached hereto.

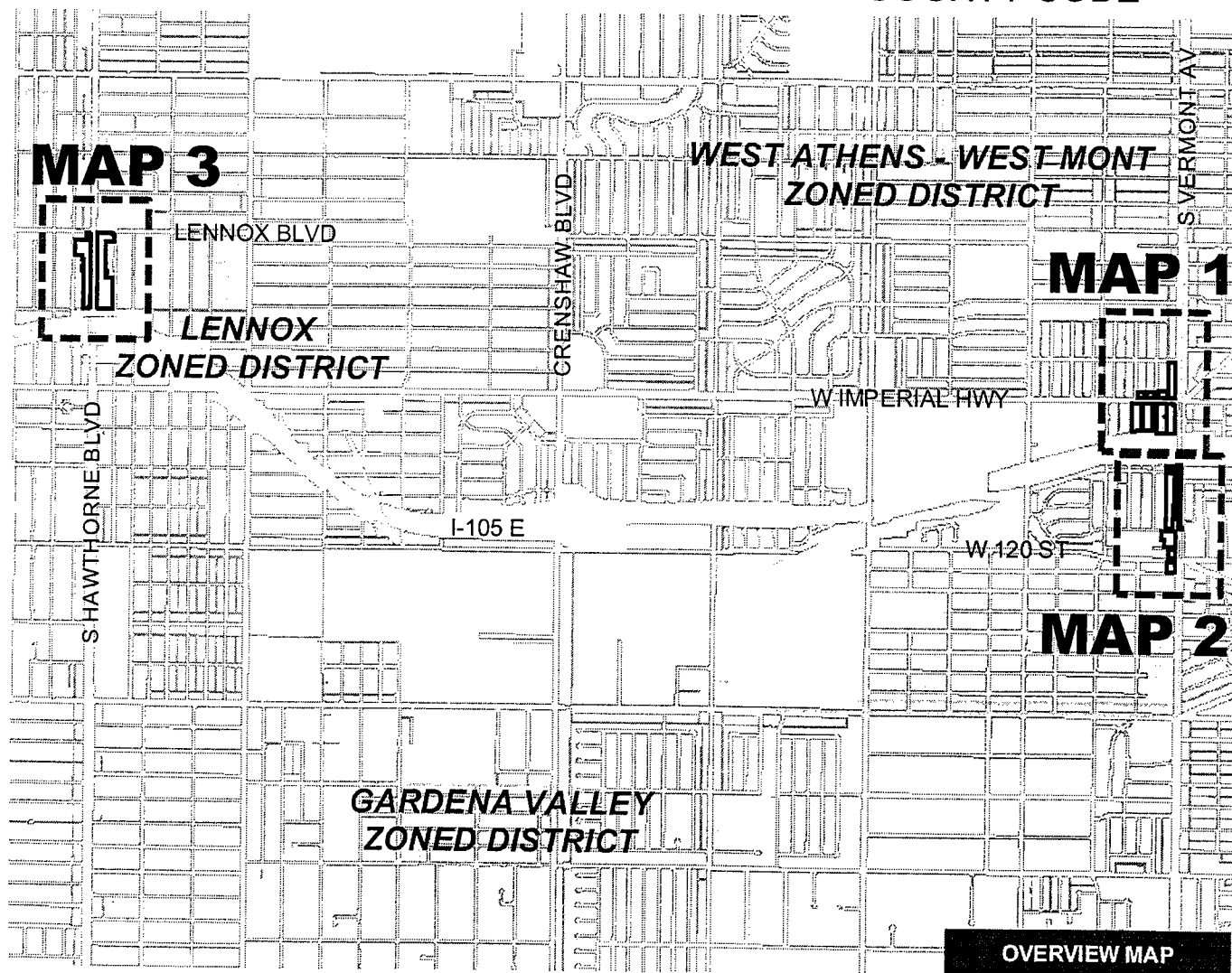
SECTION 2. The Board of Supervisors finds that this ordinance is consistent with the General Plan of the County of Los Angeles.

CHANGE OF PRECISE PLAN
LENNOX ZONED DISTRICT
WEST ATHENS - WESTMONT ZONED DISTRICT
ADOPTED BY ORDINANCE:_____

ON:_____

ZONING CASE: ZC 00-22(2)

AMENDING SECTION: 22. 16. 230 OF THE COUNTY CODE



LEGAL DESCRIPTION:

POR. OF SEC. 12 T03S R13W
POR. OF SEC. 1 T03S R14W
POR. OF SEC. 4 T03S R14W
POR. OF SEC. 12 T03S R14W



0 0.25 0.5 Miles

COUNTY ZONING MAP

084H197
087H177
087H181
087H197

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
LESLIE G. BELLAMY CHAIR
JAMES E. HARTL PLANNING DIRECTOR

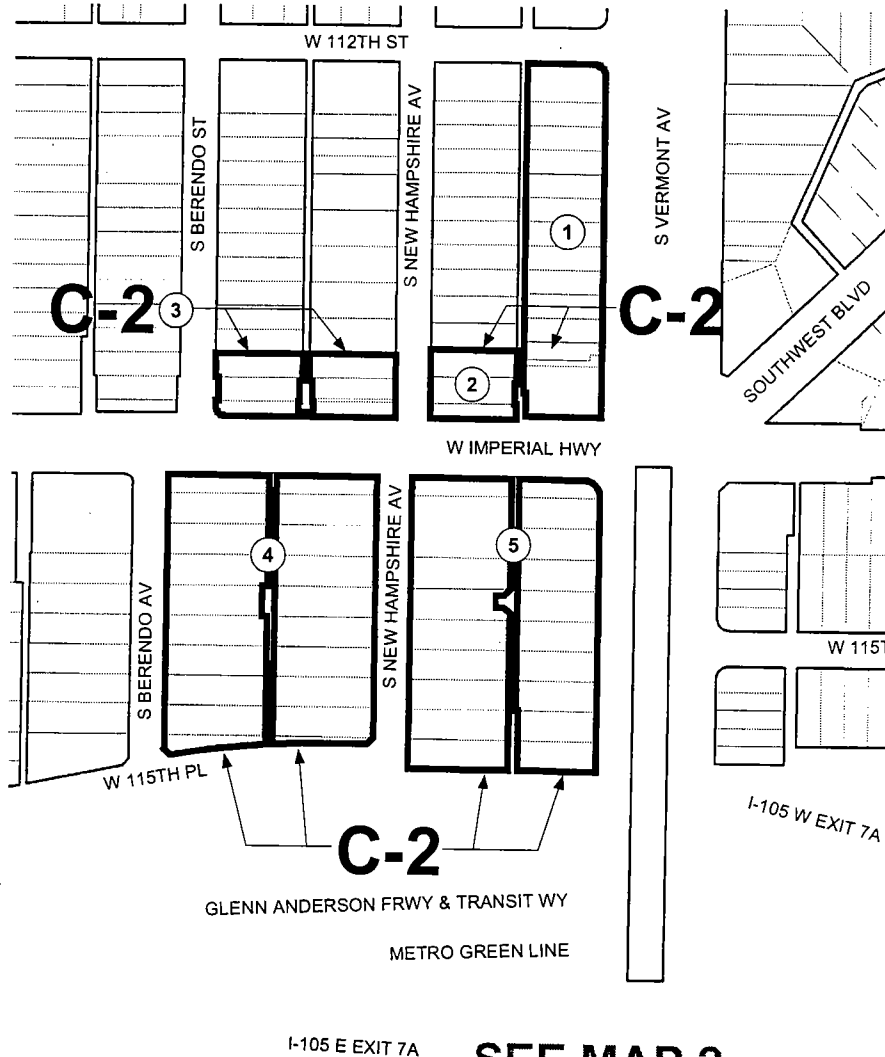
CHANGE OF PRECISE PLAN
WEST ATHENS - WESTMONT ZONED DISTRICT

ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: ZC 00-22(2)

AMENDING SECTION: 22. 16. 230 OF THE COUNTY CODE



SEE MAP 2

MAP 1 OF 3

LEGAL DESCRIPTION:

POR. OF SEC. 1 AND POR. OF SEC. 12 T03S R14W

- ①— LOTS 11 AND 20 OF CORINTH HEIGHTS TRACT
RECORDED IN M.B. 11-36, AND LOTS 5 TO
16 OF TRACT 2573, RECORDED IN M.B. 27-5
- ②— LOTS 17 TO 19 OF TRACT 2573, RECORDED IN M.B. 27-5
- ③— LOTS 56 TO 61 OF TRACT 2573, RECORDED IN M.B. 27-5
- ④— LOTS 42 TO 49, LOT 104 TO 111 OF AMENDED MAP OF ATHEN
HEIGHTS, RECORDED IN M.B. 9-170, THAT POR. OF LOTS 50
AND 103 OF THE SAID TRACT LYING NORTHERLY OF NORTH
LINE OF RIGHT OF WAY OF 115TH PL, AND THE SOUTH 30.2 FEET
OF LOTS 41 AND 112, MEASURED AT RIGHT ANGLES TO THE
NORTH LINE OF SAID LOTS.
- ⑤— LOTS 114 TO 122, LOTS 183 TO 191 OF AMENDED MAP OF ATHEN
HEIGHTS, RECORDED IN M.B. 9-170 AND THE SOUTH 30.1 FEET
OF LOT 113 AND LOT 192, MEASURED AT RIGHT ANGLES TO THE
NORTH LINE OF SAID LOTS.

DIGITAL DESCRIPTION: ZC0ZD_WEST_ATHENS_WESTMONT
THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
LESLIE G. BELLAMY CHAIR
JAMES E. HARTL PLANNING DIRECTOR

CHANGE OF PRECISE PLAN
WEST ATHENS - WESTMONT ZONED DISTRICT
ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: ZC 00-22(2)

AMENDING SECTION: 22. 16. 230 OF THE COUNTY CODE



LEGAL DESCRIPTION: POR. OF SEC. 12 T03S R14W
 AND POR. OF SEC. 12 T03S R13W

- ①—POR. OF NE 1/4 OF SEC. 12 T03S R14W, THE EXISTING M-3 ZONE AREA DESCRIBED IN THE ORDINANCE 6484, ADOPTED ON JUNE 22, 1954
- ②—POR. OF LOT 171 OF AMENDED MAP OF ATHEN HEIGHTS RECORDED IN M.B. 9-170 LYING NORTHERLY OF NORTH LINE OF RIGHT OF WAY OF 117TH ST AND THE SOUTH 20.29 FEET OF LOT 171 OF THE SAID TRACT
- ③—LOTS 153 TO 170 OF AMENDED MAP OF ATHEN HEIGHTS RECORDED IN M.B. 9-170
- ④—POR. OF LOTS 1 TO 10 OF TRACT 3214, RECORDED IN M.B. 13-151 LYING WESTERLY OF WEST LINE OF RIGHT OF WAY OF VERMONT AVE AND LOTS 39 & 40, AND LOTS 3 TO 5 OF TRACT 25 RECORDED IN M.B. 29-91
- ⑤—LOTS 43 TO 45 OF TRACT 25, RECORDED IN M.B. 13-151
- ⑥—LOTS 86 TO 88 OF TRACT 25, RECORDED IN M.B. 13-151

DIGITAL DESCRIPTION: ZC02D_WEST_ATHENS_WESTMONT

THE REGIONAL PLANNING COMMISSION
 COUNTY OF LOS ANGELES
 LESLIE G. BELLAMY CHAIR
 JAMES E. HARTL PLANNING DIRECTOR

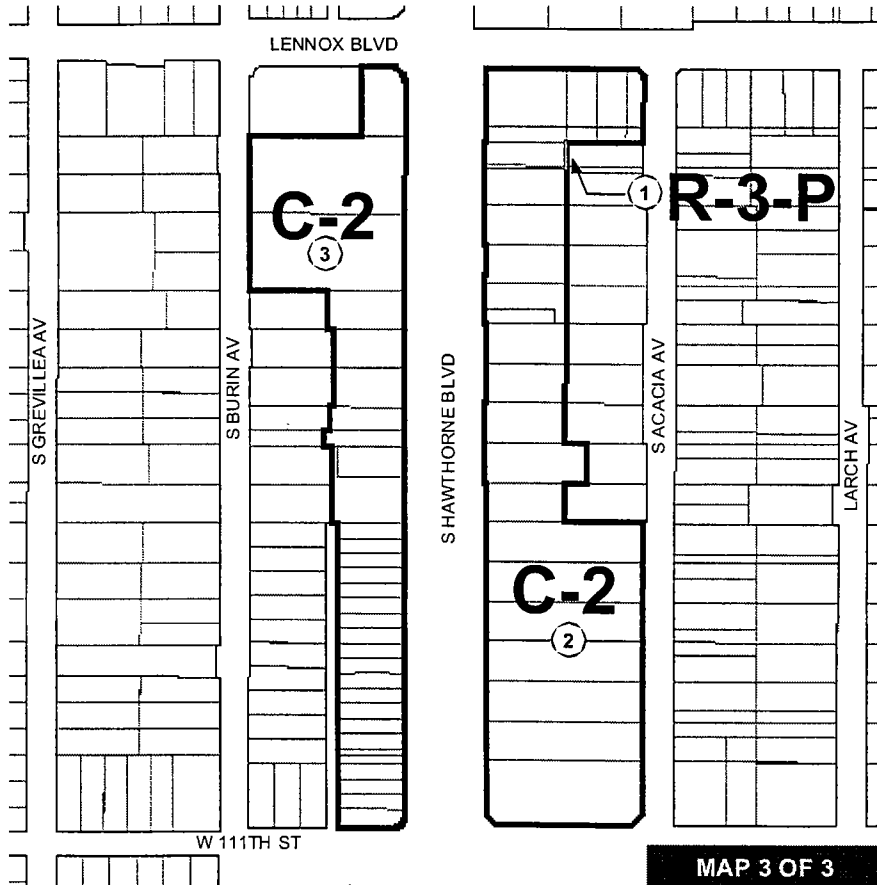
CHANGE OF PRECISE PLAN
LENNOX ZONED DISTRICT

ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: ZC 00-22(2) _____

AMENDING SECTION: 22. 16. 230 OF THE COUNTY CODE



LEGAL DESCRIPTION:

POR. OF SEC. 4 T03S R14W

- ①—THE WEST 4' OF EAST 132.15' OF SOUTH 39' OF LOT 2 OF HAWTHORNE ACRES, RECORDED IN M.B. 9-128 AND THE WEST 4' OF EAST 132.15' OF NORTH 11' OF LOT 3, SAID DISTANCES TO BE MEASURED ALONG EACH LINE OF THE LOTS RESPECTIVELY
- ②—LOT 1 AND POR. OF LOTS 2 TO 9 OF HAWTHORNE ACRES, RECORDED IN M.B. 9-128, EXCEPT THE PROPOSED R-3-P ZONE AREA IN THIS ORDINANCE AND THE EXISTING R-3-P ZONE AREA, DESCRIBED IN ORD. 12066, ADOPTED ON DEC. 11, 1979, THE WEST 172.63' OF LOT 10, THE WEST 132.62' OF LOT 11, MEASURED AT RIGHT ANGLES TO THE WEST LINE OF SAID LOTS, AND LOTS 12 TO 18 OF THE SAID TRACT
- ③—POR. OF LOT 10 OF TRACT 287, RECORDED IN M.B. 14-82, THE EXISTING C-3 ZONE AREA, DESCRIBED IN ORD. 7073, ADOPTED ON DEC. 26, 1956, LOT 8, LOT 9, THE EAST 129.36' OF NORTH 64.45' OF LOT 7, THE EAST 119.35' OF SOUTH 64.45' OF LOT 7, THE EAST 126.92' OF NORTH 102.9' OF LOT 6, THE EAST 134.47' OF SOUTH 26' OF LOT 6, SAID DISTANCES TO BE MEASURED ALONG EACH LINE OF THE LOTS RESPECTIVELY, THE EAST 119.35' OF LOT 5, MEASURED AT RIGHT ANGLES TO THE EAST LINE OF SAID LOT AND LOTS 1 TO 20 OF TRACT 7262, RECORDED IN M.B. 73-29-30

DIGITAL DESCRIPTION: ZCOZD_LENNOX

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
LESLIE G. BELLAMY CHAIR
JAMES E. HARTL PLANNING DIRECTOR